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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Yamatsi ...Dep.	6.48	8.13	9.18	10.08	12.08	1.23	2.23	4.43	5.53
Shanghai ...Dep.	7.07	8.32	9.37	10.27	12.27	1.42	2.42	5.02	6.12
Taipei ...Dep.	7.15	8.40	9.45	10.35	12.35	1.50	2.50	5.10	6.20
Shanghai ...Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.05	5.25	6.35
Shanghai ...Dep.	7.45	9.10	10.15	11.05	13.05	2.20	3.20	5.40	6.50
Canton ...Arr.	11.50	5.38	—	—	—	6.03	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	8.05	—	11.37	2.08	4.41	—	5.49
Shanghai ...Dep.	7.18	8.43	10.48	11.09	12.37	2.08	4.41	—	5.49
Shanghai ...Dep.	7.25	8.50	10.55	11.16	12.44	2.15	4.48	—	5.56
Shanghai ...Dep.	7.40	9.05	11.10	11.31	13.00	2.31	5.04	—	6.12
Taipei ...Dep.	7.44	9.19	11.24	11.45	13.04	2.36	5.09	—	6.17
Shanghai ...Dep.	7.57	9.32	11.37	11.58	13.17	2.49	5.22	—	6.30
Yamatsi ...Dep.	8.11	9.36	11.41	12.02	13.31	2.51	5.24	—	6.40
Kowloon ...Arr.	8.17	9.02	11.31	11.49	12.57	3.57	5.38	—	6.46

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Yamatsi ...Dep.	6.48	8.13	9.18	10.08	12.08	1.23	2.23	4.43	5.53
Shanghai ...Dep.	7.07	8.32	9.37	10.27	12.27	1.42	2.42	5.02	6.12
Taipei ...Dep.	7.15	8.40	9.45	10.35	12.35	1.50	2.50	5.10	6.20
Shanghai ...Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.05	5.25	6.35
Shanghai ...Dep.	7.45	9.10	10.15	11.05	13.05	2.20	3.20	5.40	6.50
Canton ...Arr.	11.50	5.38	—	—	—	6.03	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	8.05	—	11.37	2.08	4.41	—	5.49
Shanghai ...Dep.	7.18	8.43	10.48	11.09	12.37	2.08	4.41	—	5.49
Shanghai ...Dep.	7.25	8.50	10.55	11.16	12.44	2.15	4.48	—	5.56
Shanghai ...Dep.	7.40	9.05	11.10	11.31	13.00	2.31	5.04	—	6.12
Taipei ...Dep.	7.44	9.19	11.24	11.45	13.04	2.36	5.09	—	6.17
Shanghai ...Dep.	7.57	9.32	11.37	11.58	13.17	2.49	5.22	—	6.30
Yamatsi ...Dep.	8.11	9.36	11.41	12.02	13.31	2.51	5.24	—	6.40
Kowloon ...Arr.	8.17	9.02	11.31	11.49	12.57	3.57	5.38	—	6.46

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SPY'S AMAZING CAREER.

ISLAND GOVERNOR AT 17.

SPENT FORTUNE AND TURN ED TO SPY WORK.

London, Jan. 20th.
A spy is very often a brave man, who, for the sake of his country, encounters very serious personal risk, but in these matters you have been doing nothing for your country.

These words were addressed by the Lord Chief Justice (Lord Hewart) to Wilfred Thomas McCartney, an underwriter, and George Hansen, a German student, in sentencing them at the Old Bailey yesterday to ten years' penal servitude and two years' hard labour, to run concurrently, for espionage on behalf of the Soviet Government of Russia.

The two prisoners—McCartney, thickset, broad-shouldered, with a fresh complexion and aggressive jaw; and Hansen, pale, slight, and fair-haired—were obviously shaken by the heavy sentence, and the young German, who throughout the case had worn an amused look, went ashen.

Writing Test Mistake.

The jury, who were absent only 13 minutes, had listened to a devastating concluding speech by the Attorney-General, Sir Douglas Hogg, who, as did the Lord Chief Justice in his summing up, laid stress on the sensational incident in the trial when McCartney made a fatal mistake in a handwriting test by spelling the word "complete" as "compleat."

This word was spelled the same way in Document No. 18, which the Lord Chief Justice said contained information of the most vital and secret kind and which McCartney had denied having written.

"Can you doubt," said Lord Hewart, "that the man who wrote Exhibit No. 18 is the same man who made the same mistake yesterday in the witness-box?"

The Attorney-General pointed out that in addition to his own passport McCartney had also a passport in the name of "Wilhelm Frank Hudson," that no such person had been traced, and that the original application for this passport was missing from the Passport Office.

ENLISTED AT 16.

BRILLIANT ARMY RECORD.

Before the prisoners were sentenced Detective-Inspector Cogrove, of the Special Branch of Scotland Yard, gave some details of McCartney's remarkable career.

McCartney, said the officer, was born in Evesham and educated at a public school. He enlisted in 1915 in the Royal Army Medical Corps and obtained a commission in the Royal Scots that he relinquished through illness in 1916. Afterwards he was given a commission in the Essex Regiment. In September, 1918, he was taken prisoner, but escaped, and subsequently went to Constantinople as a railway traffic officer.

He felt the Army in 1919. In 1924 articles under his name appeared in the *Sunday Worker*. In the same year he was sentenced to nine months' imprisonment for attempted shop-breaking, and there were three other convictions, two for being drunk and disorderly and one for assaulting the police.

In 1921 he was said to have had a fortune of £20,000, part of the proceeds of the business of his father, who was supposed to be part owner of railways and tramways in Malta. He was married, with no children.

Qualified A Mutiny.

But the full story of McCartney's amazing career was not disclosed in court yesterday. He is now 29, and he was only 16 when he returned from America, enlisted, actually fought in France, and was wounded. He held a commission when he was 17.

When he was sent to prison in 1920 he said that in 1918 he went to Egypt and from there to Athens, where he was appointed governor of an island in the Aegean Sea. He declared that early in 1917 he acted as King's Messenger between Corfu and Rome, and received a decoration from M. Venizelos for quelling a mutiny.

(Continued on next Column.)

WOMAN OWNER AND BOOKMAKER.

BETS CLAIM.

"NOT TO CAUSE HER TO BE WARNED OFF."

An action by a bookmaker named Duggan, against a woman, race-horse owner named Nugent, came before the Court of Appeal (Lords Justices Scrutton and Sargant and Mr. Justice Eve).

The court dismissed an appeal by Mr. Duggan from an order of Mr. Justice Clouston directing him to give particulars of his claim for £1,477 18s. 4d.

Mr. Du Parc, K.C., for Mr. Duggan, said the whole question was whether particulars should be given before the particulars should be given before the defence was delivered.

Lord Justice Scrutton: Is it this? The plaintiff is a bookmaker claiming to recover bets in substance, but it may be he is going to say, "I may recover them under an agreement, and if I did not report you to somebody you would pay?"

Mr. Du Parc: I think that is what it comes to. There are letters in which it is plain that there are requests not to cause the lady to be warned off.

Why on earth can't you say so?—The answer is that if we don't say so the order of the judge is right.

"Half The Stakes."

Mr. Du Parc declared that the statement of claim incorporated letters from the woman which said:

"I beg you not to report me, but to give me a chance of paying my bets. I am paying my two horses. As they win I shall pay you half the stakes. I really hope to do well, and I shall pay you every shilling. I can't do more than promise you half the stakes."

We have only won one race. You have a lot of all the horses. I keep you posted with all stable information. Please do stop all warning off or you will finish me altogether.

Taking those letters as a sample they showed the kind of agreement alleged.

Lord Justice Scrutton, giving judgment, said a claim based on an agreement to pay if the other party did not "report" was always viewed by the court with suspicion. He thought Mr. Duggan should be required to state what the agreement was and how the amount was arrived at.

1918 he was wounded and taken prisoner near Cambrai, and while returning from a court-martial in Hanover jumped from the train and escaped into Holland.

It is stated that when the war ended McCartney continued his association with the British Secret Service and did useful work in Turkey.

£50,000 Fortune.

In June 1919 McCartney entered on a business career with every prospect of a brilliant future. His father was a one-third shareholder in the Malta Tramways, which were constructed by his firm, and on his father's death McCartney went to Malta, where he increased his holding in the company to a total of about £50,000. He was not a successful business man, however, and sold his shares for half their original value.

On his return to England he married, and his luxuriously furnished flat in King-street, Kensington, was the scene of many gay parties. He also entertained lavishly at exclusive restaurants and night clubs.

Always faultlessly dressed and invariably wearing a monocle, his grace of manner and ease of conversation made him a charming host.

His circle of friends diminished when rumours became current regarding his dwindling wealth, and before long acquaintances were made to the police regarding his conduct and his associates. It is said that all he had eventually was a small annuity.

He first got into serious trouble when he smashed a window of a jeweller's shop in Albemarle-street, Piccadilly, and attempted to steal valuable gems. When he was caught running away he declared that he was himself chasing the thief, but he was convicted.

DIARY OF EVENTS.

Today.

Ash Wednesday.
Washington's Birthday.
First Day of Ramthan.
Fishing Hunt: Meet Hunters' Arms, 9.30 p.m.
Cricket:—H.K. University Inter-Faculty Match: Arts v. Engineers.
Tea Dancers: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-9.30 p.m.
H.K.C.C. Singles Tennis Tournament begins.
Hockey: Club 1st XI v. Queen's Regt., U.S.R.C., 5 p.m.
6th Annual dancing display of Miss Violet Capell and her pupils.
Queen's Theatre: "The Little French Girl."
World Theatre: "Tumbleweeds."
Star Theatre: "The Bat."
Principal Mails:—Outward: Europe via Marseilles, etc. (Hector), 10.30 a.m.
Thursday.
Annual General Meeting of the M.C.L., Helena May Institute, 11 a.m.
Hong Kong Horticultural Society's Annual Flower and Vegetable Show, Volunteer Headquarters.
Legislative Council Meeting, 2.30 p.m.
Tea Dancers: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-9.30 p.m.
Hockey: Y.M.C.A. v. H.K.S.R.A. Musicale: "Modern Music."
Helena May Institute, 5.30 p.m.
"Cheer O" Y.M.C.A.: Impromptu Dance, 7.30 p.m.
Cafe Regent dinner dance, 8 p.m.
Queen's Theatre: "Lovers."
World Theatre: "Altars of Desire."
Star Theatre: "The Road to Yesterday."
Principal Mails:—Inward: Europe via Negapatam, letters only (Kalyan). Outward: Australia, New Zealand, etc. (Mishima Maru), 9.30 a.m.; Europe via Siberia (Hupke), 2.30 p.m.
Friday.
Helena May Institute Bible Study Circle, 10.30 a.m.
4th Ordinary Annual Meeting of the Hong Kong and Territorial Estates, Ltd., St. George's Building, 11 a.m.
Entries close for Macao Race Club's 6th Extra Meeting, 3 p.m.
Benlue Public School Prize Distribution by Lady Chow, Queen's College Hall, 3 p.m.
Tea Dancers: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-9.30 p.m.
Hockey: Club "A" v. Club de Recreio, King's Park, 5 p.m.
Annual Meeting of Seasholders, Union Church, Kennedy Road, 5.30 p.m.
8th Annual Meeting Queen's College Old Boys' Association, Queen's College Hall, 5.30 p.m.
Cafe Regent dinner dance, 8 p.m.
Annual Dinner of Artillery Company (H.V.D.C.), Volunteer Headquarters, 8 p.m.
"Cheer O" Y.M.C.A.: Dance, City Hall, 8.30 p.m.
Pianoforte Recital by Mr. Harry Ore, assisted by Mrs. E. Dunbar (soprano), at the residence of Mr. L. Dunbar, "Mutimiah," 2, May Road, 8.30 p.m.
Queen's Theatre: "Lovers."
World Theatre: "Altars of Desire."
Star Theatre: "The Road to Yesterday."
Principal Mails:—Inward: Canada, U.S.A., etc. (Empress of Russia); Europe via Siberia (Wellere).
Saturday.
Annual Meeting of the Hong Kong and Shanghai Banking Corporation, City Hall, noon.
Fishing Hunt: Drag Hunt, meet at Mr. Potts' Bungalow, 2.45 p.m.
Yachting: Presented Cup race for the racing yacht.
Hong Kong Jockey Club's 1st Extra Race Meeting, Happy Valley.
Cricket League: Division I: Kowloon C.C. v. Royal Artillery, Division II: Civil Service C.C. 2nd XI v. Kowloon C.C. 2nd XI. Friendly Cricket: Craigengower C.C. v. H.K.C.C.; H.K. University C.C. v. Civil Service C.C.; H.K. C.C. 2nd XI v. H.M.S. Tamar.

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COMMERCIAL AVIATION FOR HONG KONG.

LINK IN EMPIRE AIR LINES.

QUICK AND FREQUENT COMMUNICATION.

ADDRESS TO CHAMBER OF COMMERCE.

Mr. Vaughan-Fowler, Adjutant of the Kai Tak Aerodrome, who has a long experience of aviation, gave an interesting address of the prospects of commercial aviation to the Hong Kong General Chamber of Commerce.

He proved from statistics the safety and rapid growth of commercial flying since the war, and paid a tribute to the light aeroplane club, which would eventually make men regard flying much as they regard motoring to-day.

In his view the airship and the aeroplane would never compete, as the commercial range of an airship was about 3,000 miles, while an aeroplane's range began at about 200 miles.

Though generally more expensive than surface transport in this part of the world, there were some routes on which travel by air would actually save money, as well as time.

Among those present at the City Hall yesterday to hear Mr. R. Vaughan-Fowler speak on the Prospects of Commercial Aviation in the Far East were H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), H.E. Sir Miles Lampson, Admiral Sir Reginald Tyrwhitt, Major-General C. Luard, and Commodore J. L. Pearson. The address was given under the auspices of the Hong Kong General Chamber of Commerce.

Mr. R. Vaughan-Fowler, as the Chairman, the Hon. Mr. D. G. M. Bernard pointed out, had been Adjutant of the Kai Tak Aerodrome for the last year, and had a long record of civil and military flying in different parts of the world.

Early Days.

At the opening of his address, Mr. Vaughan-Fowler went back to the legends of very early times to show that the question of flying had always held a place in the minds of men. Coming to the first years of the present century he reminded his audience how in 1902 the Wright brothers constructed an aeroplane which climbed to a height of 3 feet, while nearly ten years later Mr. Blériot flew the English Channel in a machine which he designed and built himself.

In 1912 the Army began to take an interest in flying, and progress became more rapid, so that at the beginning of the war we had machines with a speed of 75 m.p.h. capable of lifting three men.

The Commercial Side.

If it had not been for the war there would be no commercial aviation to-day, said Mr. Vaughan-Fowler. At the end of the war aircraft factories were faced with more or less a cessation of activities unless another channel could be found for their products. In 1918 there were in existence bombing planes capable of lifting a ton and travelling at 130 m.p.h., and the simplest method of competing commercially with other nations was to put bigger engines into these machines. But to put commercial aviation on a sound economic basis, the lecturer said, there must not be more than 35 to 40 h.p. per passenger.

The cost of a trip from London to Paris in August 1919 when the first two companies began operations was £25 and the operation cost per ton-mile was nearly \$1. Now the fare is about £1 15s. and the operating costs \$1 per ton-mile.

The Commercial Plane.

The cause of these high early costs and subsequent reductions was mainly that at first the companies were operating with old army machines, and it was not until after the formation of Imperial Airways, Ltd., on April 1st, 1924, that these were scrapped and machines designed and built for commercial work were used. The necessary qualifications of commercial machines were that they must be reliable, and practically guaranteed against a forced landing; they must carry a paying load and provide a maximum of comfort for passengers and pilot; they must have a good top speed, an economical cruising speed, and a reserve of power as they have to operate in all parts of the world, and in some parts aerodromes were as much as 2,000 or 3,000 feet above sea level.

Multi-Engine Machines.

There were two methods of obtaining this reserve of power, either to have a twin-engine machine which was capable of flying with a full load on one engine, or to have a multi-engine machine with comparatively the same qualifications.

Experiments with a wind tunnel made it seem probable that a 3-engine machine would be most satisfactory, and such machines had been built and were in use both in England and India. These machines could fly, and even climb, on any two engines, and so had ample reserve, while in the air they could be throttled down to their most economical speed. The last 300 r.p.m. giving an extra 40 h.p. or so meant big extra consumption so that engines which, running full out, had a consumption of 21 to 22 gallons of petrol an hour when throttled down used only between 15 and 14 gallons, while apart from that the life of the engine is much longer.

Come To Stay.

The average cruising speed of a commercial aeroplane would be about 80 m.p.h. but in such a case as the journey from Hong Kong to Shanghai, in the teeth of a 30 m.p.h. north-east monsoon the engine would be opened out to a speed of 120 m.p.h. and so the ground speed could be retained.

Every single year has shown an increase of passengers and freight which shows that business people are gradually beginning to use the airlines, and that means that commercial flying has come to stay. Also with the big 3-engine machines now being built there is ample room to house passengers and freight, and to provide warming and cooling apparatus.

Local Conditions.

China lends itself to the flying boat, the seaplane, and the 3-engine machine, but owing to the large number of mountains and paddy fields on land the waterways must be used as much as possible. The country is especially suited to flying boats and seaplanes. Kowloon Bay for instance is an ideal place for these machines. Reclamation work for aerodromes was very expensive, and it followed that it is to seaplanes that the main attention should be given.

No one has yet operated a route calling for the use of seaplanes and flying boats, but last year the Air Ministry sent two of its biggest flying boats to cruise in the Baltic and the results were very satisfactory. One of the boats was at the buoy on flying for 12 months without any harm, which showed how capable they were of standing the weather.

The Safety Question.

A single-engine seaplane could be used here in perfect safety, for even if there were engine failure, a very reliable British engine, there are many sheltered bays for landing. Speaking more generally of the question of safety in commercial flying, Mr. Vaughan-Fowler quoted the following extract from the Air Ministry report published in April, 1927:—

"For the second consecutive year British Air Transport has a record of no accidents resulting in death or injury, and the accident rate since the services began in 1919 is therefore still further improved. A total distance of 3,271,000 miles has now been flown with only four accidents causing the death of passengers. This is equivalent to one such accident in a distance flown corresponding to 53 times round the world at the equator."

He also pointed out the significant fact that the freight insurance from London to the Continent was in every case far lower for air transport than for surface transport.

The Time Question.

The table, printed at the end of this report, is sufficient proof of the immense saving of time that would be brought about. Further than this, it must be remembered that in long distance trips passengers could spend the night in comfort at a hotel, while a car would take them to the aerodrome in the morning, and also a line would give a far more frequent service than any surface transport in this part of the world.

Approximate Costs.

Turning to the important question of costs, Mr. Vaughan-Fowler said that the journey from Hong Kong to Shanghai would probably cost about \$170, or twice as much as the fare on an Empress boat. On the other hand on the Hankow and Peking routes the air service would have a big pull, and whereas by surface transport it cost about \$146 to reach Hankow, by air it would only cost \$120 and would save an immense amount of time.

The freight figures, which were worked on the statistics of European air routes, would be about 10 cents per lb. per 100 miles, while letters would go by air mail for one cent per 100 miles, that is 9 cents to Shanghai and roughly \$1 to London. If only a commercial aeroplane could regularly carry a full load, about 4,000 lbs., of mail it would be a very paying proposition.

Whole Hearted Support.

If commercial aviation is to be a success it must have wholehearted support. It must have the support (Continued on next column.)

INCOMPETENCE AT VLADIVOSTOCK.

MANCHURIAN PRODUCE HELD UP.

THE CHINESE EASTERN RAILWAY IN DIFFICULTIES.

MUKDEN, Feb. 22nd. Beans piled up and stored everywhere, beans and beanseeds held up all along the line between Harbin and Vladivostok, beans and every conceivable north-Manchurian produce stocked out in the open, at the mercy of the elements, these are some of the difficulties confronting the Chinese Eastern Railway management, to the indignation of north-Manchurian shippers who consider they have been very badly let down. The Chinese Eastern Railway has always endeavored to make the port of Vladivostok popular with shippers of north-Manchurian produce, and towards this end it has spent large sums in propaganda efforts. With the assistance of the Usuri Railway, everything possible has been done to emphasize Soviet "aggressiveness" and "administrative ability," and Vladivostok has always been painted as a rival port to Dairen, with unbounded facilities and a bright future. All sorts of inducements and promises were made to shippers in an effort to have them route their cargoes via Vladivostok.

Cargoes Held Up at Vladivostok. Now, competition in the produce business has been getting keener and keener these past few years, with profits getting correspondingly smaller, so that every dollar saved in freight means a dollar profit to the shipper. Hence, during this produce season, north-Manchurian shippers decided to give the C.E.R. a trial, and with what disastrous results! Cargoes were piled up in Vladivostok, the port authorities showing gross inability to cope with the situation, trains were held up everywhere and in some instances they have been lost sight of. The management detailed "experts" to Vladivostok to straighten things out, but the confusion is still evident. It will not be before April that the congestion will be entirely done away with, and during the interval anything might happen with the cargoes standing out in the open.

Changes Against C.E.R.

This exhibition of gross incompetence is not going to help the Chinese Eastern Railway next season, for merchants have a long memory and do not forget things as easily as the average newspaper reader. To make matters worse for the C.E.R., whispers have been heard of unwarrantable preference having been given to particular shipments. A railway line is not supposed to show favoritism and the Russian public in suburban in the matter of accepting denials, hence all the statements of the C.E.R. management to the contrary notwithstanding, the public persists in believing these rumors of favoritism.—North China Daily News.

of meteorological services, of wireless, of bases and landing grounds. Not only must every port be a shipping port but an air port. It is the business of the Government to see that air services get every aid from meteorological stations and from wireless, and to see that there is co-operation between all nations in this part of the world, so that the field is clear for commercial aviation when it does come.

Flying Clubs.

In this connection flying clubs are not merely sporting movements but are essential for familiarizing people with air travel. There were already twelve such clubs in England, and others throughout the world, while a consignment of de Havilland Moth seaplanes had already been dispatched to the new flying club at Singapore. Business men must use the line when it comes, and send letters and valuable small freight and documents by it.

Airlines are actually in existence or are coming soon throughout the British Empire and the world. We have got to have our link in the air lines of Empire, or if we do not, it will be an extraordinary pity.

Base To Be Available.

In moving a vote of thanks to the lecturer, the Chairman said that it was pleasing to know that Hong Kong had already started to develop an aviation base which would be available for commercial purposes. If anyone should want further information on the subject, he could get in touch with the lecturer direct or with the Secretary of the Chamber of Commerce.

Times To Hong Kong.

The following tables of times to Hong Kong were given by the lecturer:

	Surface Transport.	Air Transport.
London	24-36 days	12 days
Shanghai	51 hours	1 day
Tokyo	51 days	3 days
Hankow	4 days	7 hours
Peking	3 days	11 days
Macao	21 days	20 mins.
Canton	4 hours	1 hour
Bangkok	7 days	11 days
Rangoon	9 days	2 days
Cebu	12 days	2 days
Singapore	4 days	2 days
Karachi	15 days	5 days

SHING MUN VALLEY.

REMOVAL OF VILLAGES.

COST OF THE OPERATIONS.

HOMES PROVIDED FOR THE PEOPLE ELSEWHERE.

The Government have issued details of the plans which have been prepared for providing other accommodation for those villagers in Shing Mun Valley who have to be removed to make way for the new water supply scheme.

About 833 Hakka Chinese living in eight villages are concerned. In a hollow in the hills about two miles broad by two and a half long, formed by Tai Mo Shan, Grassy Hill and Needle Point, and sloping from Lead Mine Pass southwards to Pineapple Pass and Tsun Wan, the inhabitants of these villages own 190 acres of agricultural land, 1,180 acres of forestry rights and 49 acres of pineapples.

The whole of this area will have to be evacuated, and after careful search in co-operation with the villagers, suitable sites have been formed to accommodate them. All will be moved above Pineapple Pass.

The greater part of the new village sites is on Crown Land. It has been necessary to purchase a small area of private land included in the sites, at a total cost of \$1,053.31. A further sum of \$2,783.80 compensation for fruit-trees unavoidably involved brings this figure to \$3,837.11.

The cost of preparing the sites for the new villages is shown in the following table:—

Kam Tin	\$ 3,000.00
Tat Sing Kong	1,300.00
Pan Chung	10,000.00
Shek Ku Lung	500.00
Ping Kong	1,000.00
Wo Hop Shek	1,700.00
Nam Shui Po	5,000.00
Fung Yuen	7,000.00
	\$31,500.00

This work will be done exclusively by Government, and provision has been made in the 1928 Estimates to cover the expenditure. The cost of making eight walls is \$2,400.

Free sites are given in exchange for land on which houses now stand and the question of compensation for building land resumed at Shing Mun should not arise. The existing dwellings at Shing Mun have been measured and it is necessary to provide for the erection of buildings of the same cubic content in the new villages subject only to approval of plans. It is proposed to allow the villagers to construct their own houses, Government paying in accordance with the following table, for:

- (1) Dwellings, by contract (contractors engaged by villagers) as the work proceeds, at a flat rate of 12 cents per cubic foot.
- (2) Outbuildings, roughly constructed by the villagers themselves, at their value as they now stand in Shing Mun.

There being now 200 dwellings, this works out, roughly at \$850 a house including temples, and should ensure a good type of building throughout.

The following is a résumé of agricultural resumptions at Shing Mun.

3-12 acres 1st class padi	at 1 cent a square foot	\$ 1,330.06
13-25 acres 2nd class padi	at 2 cent a square foot	42,206.92
43-6 acres 3rd class land	at 1 cent a square foot	9,467.49
179-22 acres agricultural land all classes		\$54,122.47

In default of exchanges, as there is very little unoccupied agricultural land in the vicinity of the new villages, cash compensation will be paid, to enable the villagers themselves to purchase privately-owned land in place of their old holdings. With this end in view, an ex-gratia payment of 1 cent was added to the usual resumption rates for agricultural land in remote parts of the Territory and included in the above figures. In all cases the new village sites are in a more populous neighbourhood than the old.

Each of the eight villages at Shing Mun has a forestry area on which it plants pine-trees and holds grass cutting rights. The total area thus covered is 11,778 acres. Just before or after the actual evacuation of the inhabitants, the growing trees will be valued and bought by Government, and the part of the area which will not eventually be forested, converted to a Government plantation. The cost is estimated at \$16,250. (Continued on next column.)

CHINESE WOMEN AS BARBERS.

SHANGHAI Y. W. C. A.'s EXPERIMENT.

SUCCESS OF THE INNOVATION.

SHANGHAI, Feb. 16th.

The Shanghai Y.W.C.A., during the past few months, have attempted an interesting experiment in vocational education for Chinese women, and during a period of three months 20 Chinese women on an average a day have been learning the arts of professional barbers. Considerable success has attended the experiment, according to a recent report by the Y.W.C.A.

Employment problems for women in China are difficult to solve, the report continues, and unless women are possessed of academic education which may find professional outlet, there are few occupations open to them. Clerical and commercial occupations are occupied by men. Men attend to shops and conduct business. The clothing trades are in the hands of men. Except in mills, where women's more delicate handling skills is necessary or where, in factories, work demanding manual dexterity arising from long practice, can be as effectively done by women for smaller wages, women can find little outlet. For many years women have been the personal attendants in homes, assisting mistresses in the intricacies of the toilet. Thus the idea was evolved to train them as barbers. Scissor practice involving drill by the hour; lectures in method; lectures and discussion in health and its relation to cleanliness and sterilization of instruments; these had initial attention.

Trying It On The Schools. Then came the question of "patients" upon whom the skill might be developed. Hair grows comparatively slowly, and members of the class soon exhausted each others' need! There would accordingly be seen women, in pairs, inviting the occupants of homes to submit to free treatment. Schools welcomed the "trainees." Distribution of leaflets to the effect that "free haircut could be available all day next Saturday," at the Y.W.C.A. in Haining Road, brought 97 applicants for tonsorial attention.

Ultimately 12 members of the class were graduated. The members found varying types of employment. One in the Y.W.C.A. Service Centre in Museum Road. Three Cantonese girls obtained employment with a barber already established in Nanking Road. Two have gone to Wushih. The others are in private practice from their homes. There has been insistent demands from other women for the opportunity of such training, but the Y.W.C.A. prefers first to follow intelligently the placement of those already trained. It is as yet uncertain as to how far women can be absorbed in this trade. This must be proved by observation. The wage rates which these women barbers now receive varies from \$7 to \$15 per month with food allowance.—North China Daily News.

There are 42-14 acres under pineapples, in 94 holdings, each holding subdivided into smaller lots. Compensation will be made by Government at the evacuation at \$80 per 1,000 growing pineapples, irrespective of age, and in order to encourage the owners to carry on the industry elsewhere, they will have the option of removing the plants. The new villages have where possible been sited with reference to their suitability for pineapple growing, and their proximity to land suitable for forestry and grass-cutting.

Graves will not be interfered with, except where they are within the area to be inundated, when they will be removed by the villagers. No new graves will be allowed. Extra travelling expenses in connection with the move and payments to funeral directors for their services in siting wells and houses are estimated at \$700.

The total cost is therefore:—
Resumptions for sites \$ 3,837.11
Site-preparation 2,400.00
Wells 170,118.00
Houses 8,346.00
Agricultural resumptions 54,122.47
Forestry resumptions 15,250.00
Pineapple resumption 8,429.00
Fung Shui or fruit trees 2,185.00
Incidental expenses 700.00
\$296,808.78

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AT THE QUEEN'S FINAL SHOWINGS TO-DAY At 2.30, 7.15 & 9.20.

To-Day At 5.—Miss Violet Capell's Pupils' Dancing Display.

The famous cowboy hero in the drama of a great land rush—

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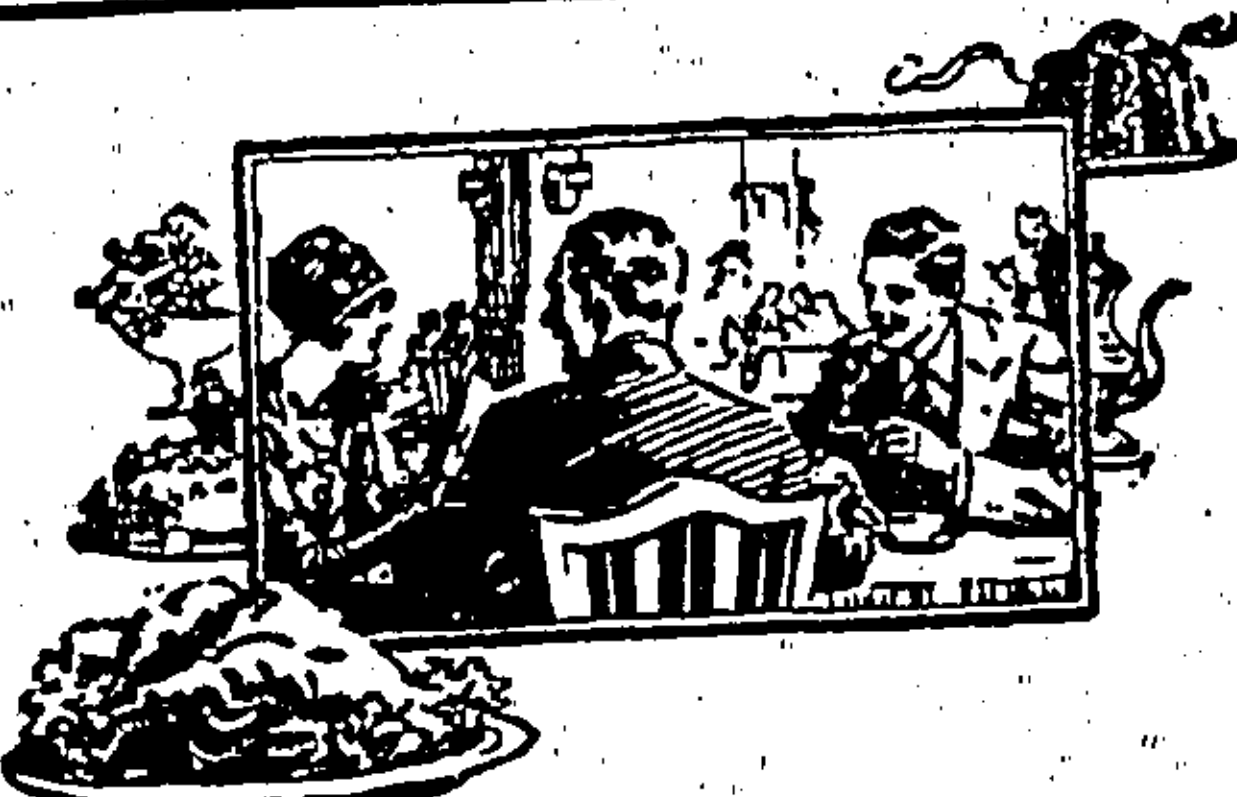


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\$12.50, \$13.50 per suit.
Other Qualities from \$8.50.
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Refreshments of all kinds
WINES, SPIRITS, etc., VERY BEST
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Whiteaways have always been noted for giving the best
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Size 96 by 74 in.
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Size 104 by 84 in.
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PURE MERINO WOOL BLANKETS

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HONG KONG.

READJUSTMENT OF MARKET STALL RENTS.

MR. BRAGA COMPLAINS OF THE "HEREDITARY
SYSTEM."

SUB-LETTING OF STALLS ALLEGED.

REPORTS ADOPTED BY 3 VOTES TO 1.

The question of the adjustment of market stall rents which
had been left in abeyance since November last, was again brought
up at the Sanitary Board Meeting yesterday afternoon. The Com-
mittee which had been appointed to enquire into the matter has
recommended a scheme of readjustment. It is based on the average
rental paid by stalls selling any one commodity in one market.
Stalls whose rents are below the average will continue as at present.
Stalls whose rents above the average will continue as at present.

Mr. J. P. Braga, who voted against the adoption of this scheme
said that there are stall-holders in the Central Market who pay
only \$1 a month while some were paying as much as \$38.60. A
pertinent question, he said, was whether the \$1 licensee were sell-
ing his goods at any less price than the \$38 man. Mr. Braga also
spoke against the "hereditary system" whereby a stall-holder
may pass his stall on at the old rate to another. He also com-
plained of the sub-letting of stalls.

Better transport facilities for New Territories farmers were also
advocated. Such a move would make Hong Kong more self-support-
ing, said Dr. Ho.

The adoption of the report was carried by 3 votes to 1. Mr.
Braga being the objector.

Those present at the meeting
yesterday were Mr. W. J. Carrie
(President), Mr. J. Watson (Secre-
tary), Dr. W. V. M. Koch, Dr. S. C.
Ho, Dr. S. W. Tao, Dr. G. W. Pope
and Mr. J. P. Braga.

THE MARKET COMMITTEE'S REPORT.

The report of the Committee ap-
pointed to enquire into the question
of the readjustment of the rent of
market stalls was as follows:—

We have examined a list of the
rents at present being paid in the
various markets and the following
markets, which have been long
established, show wide variations in
the rents paid for stalls selling the
same commodity:—Central; West-
ern; Saiyungpun; Wanchoi; Sai-
wanho; Shauiwan; Sheklongtsui;
Aberdeen; Yau-mai; Tsimshatsui;
Reclamation Street; Mongkoktsui.

Such variations are due to a
variety of causes, many of which
are obvious. We confine our recom-
mendations to these markets and ex-
clude the newer markets as we con-
sider that such variations as exist
in them, rest on a true economic
basis.

We agree that a readjustment is
required in these old established
markets and consider that the
scheme of readjustment which we
propose, affords no reason for an
increase in prices in the stalls affect-
ed and is unlikely to cause any such
increase.

Each market has been treated
separately. The average rental paid
by the stalls selling one commodity
in one market has been calculated
and this average has been taken as
the minimum rental for stalls in that
market selling that commodity. All
rentals below this average figure
have been raised to the average figure;
and all rentals above the average
figure have been left undisturbed. In most
cases the latter are the most recent
figures obtained at open auction and
they rest therefore on an economic
basis.

For example in the Central
Market the rents paid for stalls sell-
ing pork range from \$1 a month to
\$38.60 and calculations show that
the average is \$10 a month. All
the stalls paying less than \$10 a month
will, if our scheme is adopted, be
called upon to pay \$10 a month or
surrender the stalls for auction;
while all paying \$10, \$12 or any
higher rent will remain unchanged.

In a few cases there were com-
plications which caused this average
system to break down. For example
fish tanks are sometimes let with
the stalls; or a stall may be sub-
divided; or a stall may be of an
unusual size compared with others
in the same market. Each of these
cases has been specially considered
and account taken of the special
circumstances in assessing the new
rental proposed.

We recommend the adoption of
the scheme with effect from 1st July,
1928.

(Sd.) W. J. CARRIE,
S. W. TAO,
WONG KWONG TIN,
S. C. HO.

MR. BRAGA'S PROTEST.

Mr. Braga, who voted against the
adoption of the Market Committee's
Report, said:—

I understand that after my
speech in this Board on the 1st
November last, three different de-
putations of persons in the meat
trade saw the H.S.D. and offered
to refute by actual figures a num-
ber of my statements which they
considered were made without any
knowledge of the subject. They
said that meat was cheaper here
than in Macao or Shanghai. They
stated also that they had absolute
proof that the present rise in
retail prices was actually less than
the great rise in "squeeze" of all
sorts at the ports of origin, i.e.,
the local profits have diminished
since the chaos.

That the meat dealers should
protest against my speech of the 1st
November is not surprising. What
the "actual" figures are which
were promised in refutation of my
statements remain to be known. I
have perused the Special Com-
mittee's report and looked in vain
for any reference to the statistics
promised by the meat dealers.

Ex-Parte Figures.

It will be matter of no surprise
to Members if I state that the meat
dealers in Hong Kong, while pos-
sibly enjoy a certain form of
monopoly, do not enjoy any ex-
clusive privilege in the matter of
statistics concerning swine and
cattle at the principal places of
embarkation for export to Hong
Kong. The meat dealers figure at
best are *ex parte*. On the other
hand, I am in possession of a state-
ment of prices from a disinterested
source—which has been compiled
with scrupulous care, and goes to
show that I am not entirely with-
out any knowledge of the subject.

As to the Special Committee's
report itself, I regret to say it is
not as illuminating as I had ex-
pected it to be. For example, the
third paragraph, referring to
variations in stall rents, states:
"Such variations are due to a
variety of causes, many of which
are obvious." I may be dense, but
I must confess that I would have
been much more satisfied and in-
formative had the Report stated
of leaving them to the imagination
of readers to conjecture what they
may be.

Happy Is The Licensee.

In the fifth paragraph a striking
example of the disparity of rents is
given. I quote the Report: "For
example, in the Central Market, stall
rents paid for stalls selling Pork
range from \$1 a month to \$38.60."
Happy is the licensee who has
been permitted to hold his licence,
probably under the "hereditary
system," for ever so long against
this competitor who pays into the
Treasury 38 times as much for the
same privilege. A pertinent ques-
tion might be asked has the
\$1 licensee been selling his pork at
any less price than the \$38 man?
If so, what has been the difference
in the prices?

Is "Hereditary System" To Continue?

Apparently, the "hereditary sys-
tem" is to continue, for the Report
states:—"All rentals above the
average—i.e., \$10—have been left
undisturbed. In most cases the
latter are the most recent figures
obtained at open auction and they
rest therefore on an economic
basis."

The Central Market.

From the "red" book of rentals
circulated to members I find that
all holders of beef stall licences are
those who have held their licences
since 1st May, 1911, with one excep-
tion only. The only change took place
in 1916, nearly 12 years ago. The
rental figures have remained con-
stant at \$15 as the minimum and
\$40 as the maximum. The report
offers no satisfactory explanation
for this wide variation.

Similarly with the fruit stalls.
Executing a solitary change on the
6th February, 1912, the licensee are
the same as those on the 1st May,
1911, that is, 17 years ago. As with
the beef stalls, the rents have been
constant, viz., \$15 as the minimum
and \$35 as the maximum.

In Dr. Ho's letter of the 10th De-
cember last to the President of the
Board, he wrote:—

"I also am opposed to the
system the Government is practis-
ing, or at any rate, tolerating, of
the sub-letting of stalls by the
original licensee at an enormous
rental. I see no reason why the
Government should not have that
much added revenue instead of
throwing it over to a man who is
too lazy to conduct his own busi-
ness."

Greater Facilities To New Territories.

Dr. Ho makes a good case against
the sub-letting of stalls for profit,
and yet the Report makes no recom-
mendation against this system of
profiteering.

Among the signatories to the re-
port two names appear of members
who strongly advocate assistance to
New Territories farmers and agricul-
turalists. Yet it is disappointing to
see that neither put forward any
recommendation whereby produce
growers in the New Territories
might be given greater facilities for
the disposal of their produce in the
markets of Hong Kong and Kow-
loon. It is fair to Dr. S. C. Ho to
state that he wrote to the H.S.D.
urging strongly the claims of the
New Territories people, and it is
strange that his recommendation
was not embodied in the Report.

SELF-SUPPORTING HONG KONG ADVOCATED.

Addressing the meeting Dr. S. C.
Ho said: Mr. Braga has just made
reference to one of my recommen-
dations. I should stress the point
to the meeting. A system that
permits of profit-taking with the
letting and sub-letting of stalls
leaves much to be desired.
I hope Government will take this
matter into serious consideration
and devise means to put an effective
check on a practice that can only
add to the price of foodstuffs to the
consumer. The greater the profit to
middle-men, when there are more
than one, the higher the price will
be called upon to pay for his
meat, poultry or vegetables
bought in the markets.

I do not know to what extent it
may be feasible to render assist-
ance to the New Territories farmers.
Certainly it should be possible to
put some scheme on a trial test to
see to what extent practical assist-
ance may be afforded to the people
of the New Territories in order that
they may, on their part, help to
reduce the cost of market produce
both at Hong Kong and Kowloon.
Of what good is it to hold Agri-
cultural Shows and offer greater in-
centives to the farmers to grow more
and better vegetables if the Gov-
ernment is not going to grant them
greater facilities to dispose of their
produce to the inhabitants of the
Colony? I would like to see greater
efforts exerted to render Hong Kong
more self-supporting in respect of
its food supplies.

THE LAW OF SUPPLY AND DEMAND.

Relative to the adjustment of
market stall rents, Dr. Ho wrote
to the H.S.D. on December 10th last
as follows:—With regard to the
discussion at the meeting of the
Sanitary Board, and the motion for
investigation into the question of
readjustment of stall rents at the
principal markets of the Colony, I
have the honour to submit a few
suggestions which embodied my per-
sonal opinion concerning the matter,
for your kind consideration.

Since the file was sent to me I
have come to the conclusion and
quite agree that it is only just and
fair to readjust the rents of stall
rents at all the principal markets
of the Colony, especially so if it is
done on an average minimum in-
dividually, having particular re-
gard to the question of locality.

Opposed To Sub-Letting.

I also am opposed to the system
the Government is practising, or at
any rate, tolerating, of the sub-
letting of a stall by the original
licensee at an enormous rental. I
see no reason why the Government
should not have that much added
revenue instead of throwing it over
to a man who is too lazy to conduct
his own business.

As regards the question that the
mere readjustment of the rent of
market stalls would reduce the price
of food, or could, at any rate, pro-
duce whatever effect towards
lessening it, I am inclined to dis-
agree. It has always been my firm
belief that the chief factor govern-
ing the price of foodstuffs is depend-
ent on the law of supply and de-
mand. Ever since the last strike,
the population of Hong Kong has
been steadily increasing by the in-
coming of the additional army and
navy as well as Chinese and aliens,
due to the ever-existing troubles of
the interior of China. For the last
named reason also, imported food-
stuffs from the neighbouring ports,
or ports of origin had been gradu-
ally decreasing; so that it would only
seem natural for the Colony to ex-
perience the shortage in the course
of time. Hence the greater demand
and the lesser supply obviously pro-
duce higher prices. In spite of
what has been said, I do not believe
that it had anything to do with
the market rings, though such un-
doubtedly existed.

The Remedy.

The remedy, as I see it,
lies solely in the question of
how and where can we obtain
sufficient quantities of foodstuffs,
more particularly vegetables, meat,
poultry and eggs, etc., to make the
supply equal to the existing and
increasing demand. It was seen
from the last strike that the people
of the New Territories had done
splendid work by raising the above
mentioned foodstuffs, and greatly
helped the situation. The reason
why they failed to continue in this
work, chiefly in the lack of cheap
transport, as what facilities there
are, such as trains and motor
trucks, are so expensive as to leave
them little or no profit for their
labour.

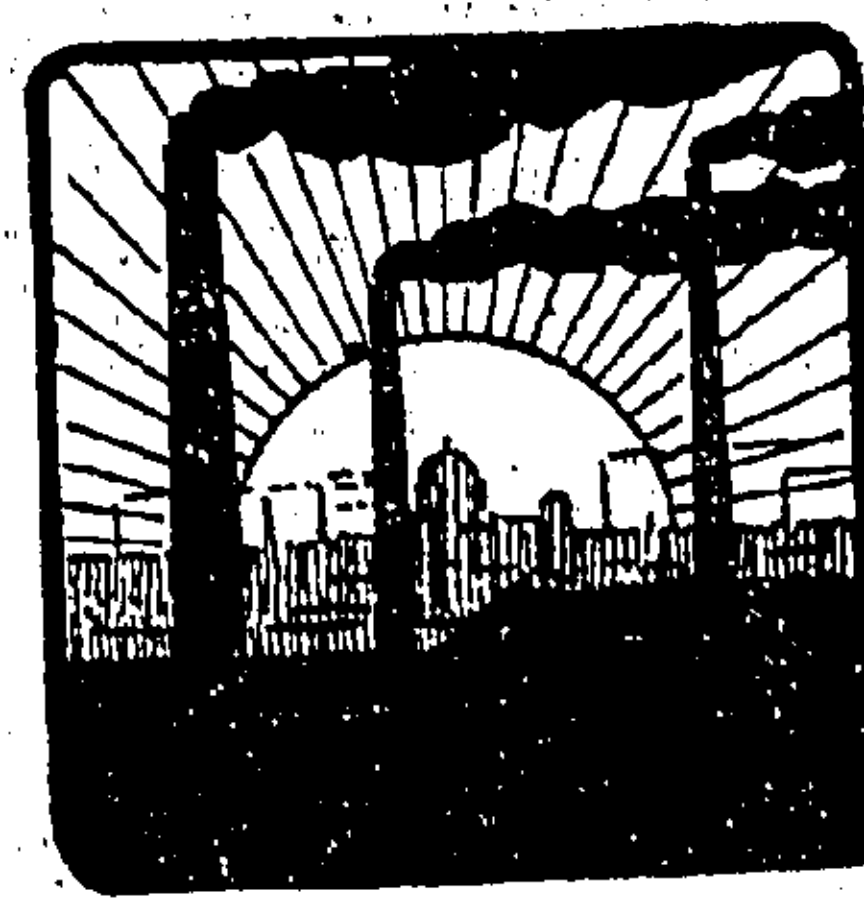
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trucks, are so expensive as to leave
them little or no profit for their
labour.

(Continued on next column.)

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LOCOS.

THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD. Agents, Hong Kong.

MANCHURIA'S CURRENCY:

JAPANESE ANGER AT FENG-
PIAO DEPRECIATION.

The Fengpiao question will never
be settled so long as the Chinese
authorities refuse to handle it
scientifically, without beating
about the bush, writes the Mukden
correspondent of the North China
Daily News. Depreciations of ex-
change brokers or arrests of bank-
ers will never improve the situa-
tion.

The Japanese insist that the
Chinese authorities have delibera-
tely and shamelessly violated their
solemn promises to redeem the
superfluous Fengpiao notes in cir-
culation, and there are documents
in black and white to prove this
fact. The Chinese authorities have
caused the agents of the Three
Eastern Banks to purchase prodigious
quantities of Fengpiao notes, and
they have later re-sold their prodigious
stocks to merchants on a dollar basis, raking in
a nice profit thereby, but instead
of redeeming the superfluous Feng-
piao notes in circulation, every
cent has been admitted to Peking
for war purposes.

The Harbin dollar has likewise
gone to pieces, but no one in
authority seems capable of tackling
the situation. The chief thing in
mind appears to be to curry favour
with the Dictator by sending him
as much money as possible for his
campaign chest.

labours, after satisfying the greed
of the middlemen with whom they
are forced to deal. It is only
natural they would rather sell what
they had to sell elsewhere.

If the Government will only give
them what possible help it can they
will only be too willing to co-
operate and do their best. If the
situation is probably handled with
sufficient and effective backing, I
see no reason why the Colony cannot
be made to be self-supporting as far
as the question of these principal
foodstuffs is concerned. It seems to
me that much more good may be
done for the Sanitary Board to
appoint a sub-committee to inves-
tigate into their case also, and try,
if possible, to provide them cheaper
means of transport, alleviate their
hardships and cause of complaint,
if any.

THE PRESIDENT'S REPLY.

In replying to Mr. Braga, Mr.
Carrie said that he was sorry that
the reports were considered too
brief to give any satisfaction. He
had intended it to be brief, but
he had no idea that it was so brief.
He said that the readjustment of
market stall rents was brought up
just in view of the very query
raised by Mr. Braga as to whether
a \$1 stall-holder was selling his
produce at a lesser price than the
\$38 man.

It would be most unfair if the
present scale of rentals were not
changed, as in times of trade de-
pression the \$38 man would suffer
most, and even in case of a boom,
the same man would not profit so
much as the \$1 man.

As to the question of sub-letting
stalls, he said he would be very
glad if any member could bring him
proof of it. It was one of the con-
ditions that stalls should not be
sub-let and anyone doing so would
have his licence cancelled. Further-
more, the Committee was only ap-
pointed to consider the question of
readjusting the rentals and not to
find out whether stalls had been sub-
let. "But if you could find evidence
of this practice, we have the power
to correct it at once," he added.

He also said that assistance to
the New Territories was not within
the scope of the Committee appoint-
ed for the purpose of readjusting
the market stall rent. Any sugges-
tion as regards the New Territories
would be met with sympathy.

Concluding, Mr. Carrie said that
he considered that it was a fair
proposal that those stall-holders
who had been paying small rents
for a number of years should be
made to pay more, or else give up
their stalls.

The adoption of the report was
then put to the vote and was car-
ried by 3 to 1.

ROUND THE COURTS.

THEFT OF TELEPHONE
WIRE PUNISHED.

SUMMONS AGAINST GARAGE
OWNERS—ADJOURNED
SINE DIE.

On Saturday night a Chinese
detective arrested a man who was
carrying a bag containing six
pounds of steel and brass wire.
These were found to be telephone
wire cut down from the poles be-
tween Quarry Bay and Shaui-
wan.

The man was charged before Mr.
R. E. Lindell at the Central
Magistracy yesterday when Mr. W.
Griggs, of the P.W.D., and Ser-
geant W. Bent, of the Royal Corps
of Signals, gave evidence of several
thefts of wire. The last theft took
place between last Saturday and
Monday when about 100 yards of
wire was cut down from the mili-
tary lines.

Sergeant Meadows, of the Shaui-
wan Police Station, informed his
Worship that following the defend-
ant's arrest a long pole with a
forked branch attached to it was
found hidden in the undergrowth.
The Sergeant suggested that this
pole was used for pulling down the
wires.

Defendant, who denied that he
had the wire in his possession, was
sentenced to "six months' hard
labour on two charges.

GARAGE OWNERS AND POLICE
REQUIREMENTS.

Eleven cases in which owners of
motor garages were summoned at
the Central Magistracy last week
for storing cars on the premises
without permits from the Captain
Superintendent of Police were
again before Major C. Willson
yesterday.

Mr. F. H. Losoby appeared for
ten of the defendants and Mr.
Horace Lo for the other.

An adjournment was given on
Friday when Mr. Losoby contended
that there was no clause in the
Ordinance to justify the require-
ments imposed by the police.

Mr. Losoby mentioned yesterday
that he had since seen the Captain
Superintendent of Police, and
rather than there should be adverse
decisions on either side, he had
agreed that an application be
made for the summonses to be
adjourned sine die. This, Mr.
Losoby said, was because of the
difficult position in which his
clients were placed and the expedi-
enture they would be put to if they
were to comply with the require-
ments immediately. Permits would
therefore be issued conditional
upon the requirements being com-
plied with within a certain period
at the end of which time, if the
defendants failed to carry out the
work, they could be proceeded
against.

The Magistrate granted the ap-
plication and adjourned sine die
the summonses against all de-
fendants.

FINES FOR ILLEGAL OPIUM.

A man, who was described by
Chief Revenue Officer Watt, as a
"runner," was yesterday fined
\$3,000, or in default six months'
hard labour for being in possession
of forty tins of prepared opium on
board the s.s. Loongang.

Another man, who was arrested
on the Wing Lok Street Wharf with
fifty tins of raw opium in his
possession was given the option of
a fine of \$1,000 or four months'
hard labour.

WAR LORDS AND APPOINTMENTS.

WONG SHIU HUNG EXPECTED IN CANTON.

THE ARSENAL TO START WORK AGAIN.

4th ARMY RIFLES SECURED BY BRIGANDS AND CIVILIANS.

[FROM OUR CHINESE CORRESPONDENT.]

At a meeting of the Provincial Administrative Council on February 17th, General Chen Ming Shy declined the appointment of Chairman of the Council, although unanimously chosen.

The "anti-Red" campaign in the East River districts has come to an end and what remains to be done will not require the direct attention of the principal militarists. Several important members of General Wong Shiu Hung's staff have returned to Canton from the East and Swatow districts, and General Wong himself is expected in Canton in a day or two.

General Wong's arrival will be important, and he may have a big say in the matter of any further offer to General Chen Ming Shy. General Wong Shiu Hung, although junior in rank to General Li, has strong control over a large part of the army in Canton and vicinity.

The Political Council have disregarded the action of the Provincial Executive Committee of the Kuomintang in supporting the demand of the students for the dismissal of the President and the Vice-President of the Sun Yat Sen University. This is a clear sign of the Kuomintang's waning influence.

The Canton Arsenal in Shieh-cheng, one of the three largest in China, will resume operations within the next fortnight, and the authorities are recalling the workers there. The plant has not been running for some weeks.

Most of the war supplies held by the troops under General Chang Fat Fui were destroyed during his retreat from the Eastern Districts of Kwangtung. General Chang removed all supplies he could lay hands on from Canton. Some of these, notably 5,000 rifles are said to have fallen into the hands of civilians or bandits, as there was not sufficient time to destroy them.

To-day being the anniversary of George Washington's birthday, the American Association of Canton will be at home to members and their friends at the Chinese Young Women's Christian Association. Among those specially invited are Chinese who have been students in the United States. Mr. G. W. Greene is the president of the American Association in Canton, and he and a committee are looking after the arrangements.

The property of Mr. Wang Chung Chu, the former Financial Commissioner and Managing Director of the Central Bank of China in Canton, has been declared forfeited. The allegation is that he had pocketed public funds while in office soon after the "Red" upheaval. There were proceedings in Hong Kong, it may be recalled, for Mr. Wang's extradition, but the case was dismissed at a Magistracy hearing. Mr. Wang is said to have very little property in Canton.

The Home Goods Exhibition held in Canton under the auspices of the Chinese Y.M.C.A., which closed the other day, reports the attendance of 32,141, or an average of 3,214 a day for ten days.

Thousands of persons in Canton are daily taking advantage of the free vaccination now being offered by the Municipal Department of Public Health.

FORGED BANK NOTES IN CANTON.

SEVERAL ATTEMPTS TO PASS THEM.

A CHINESE ARRESTED.

BUSINESS QUIET.

[FROM A SHAMKIN CORRESPONDENT.]

Shamkeen is quiet and business is not quite so brisk as it has been. There have been several attempts to pass forged \$10 Hong Kong and Shanghai Bank notes. A Chinese was arrested by the French Police on this charge recently. The \$10 note which it is alleged he attempted to pass was a remarkable copy of the genuine note and only an expert could detect the forgery.

A forged \$100 note of the Mercantile Bank was tendered in a silk shop in Canton and accepted. The store-keepers were completely deceived so well had the work of forgery been done.

I have also seen two \$5 Central Bank notes perforated in such a way as to make them useless. I asked if they were forged notes but I was informed that from the numbers it was presumed they had been taken and passed on by some one in Chang Fat Fui's Army.

CORRESPONDENCE.

INSTONE BANKING CORPORATION.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—In the issue of the "Hong Kong Telegraph" of last night appeared the following announcement:—

"The Instone Banking Corporation is owned by a financial group of which Mr. N. Instone Brewer, a well known Hong Kong barrister, is the foreign President, and Mr. Kwok Djion Eng, a permanent Nam Pak Hong merchant, the Chinese President. Mr. Kwok Djion Eng is the promoter of the North Point Reclamation scheme and is more familiarly known as the Java Sugar King."

This reference is obviously to our client, Mr. Kwok Djion Eng and he has instructed us to inform you that he is not the Chinese President or even a member of the financial group which owns the Instone Banking Corporation, in which in fact he has no interest.

Certain proposals were at one time under consideration which might have resulted in a connection between our client and the Instone Banking Corporation. But these proposals did not survive the preliminary stages, and have now been definitely abandoned, and our client has no connection with the Corporation.

We are informed by Mr. Instone Brewer on behalf of the Corporation that the announcement in question was made without their wish or knowledge.

We shall be obliged if you will publish the above—Yours faithfully,
HASTINGS, DENNIS & BOWLEY.
Hong Kong, February 21st.

"PRESIDENT JACKSON" PASSENGERS.

SHANGHAI VISITORS FOR HONG KONG RACES.

Among the passengers aboard the *President Jackson*, which sails from Hong Kong to Seattle to-day were: Mr. Robert Bailey, a director of the British American Tobacco Co. attending the annual Race Meeting at Hong Kong; Mr. Kun Tong Po, manager of the Bank of East Asia and well-known in local banking circles, who is on a business trip to Shanghai; Mr. A. Brostedt, Oriental Traffic Agent of the Canadian National Railways, on a business trip to Shanghai; Mr. P. H. Suckling, manager of the Hong Kong and Shanghai Hotels travelling to Shanghai; Mr. R. R. Roxburgh, oriental manager of Messrs. John I. Thornycroft & Co., returning to Shanghai; Mr. and Mrs. H. Maitland, well-known residents of Shanghai, returning after attending the Race Meeting at Hong Kong; Mr. Maitland is a well-known rider. Mr. D. E. Sassoon, Mr. F. E. Elias, Mr. E. Gensberger, Mr. F. Elias, and Mr. F. A. Pollock, well-known Shanghai residents returning after the Hong Kong Races; Mrs. R. J. Paterson, wife of Mr. R. J. Paterson of Messrs. Jardine, Matheson & Co., travelling to Shanghai; Mr. J. Pote-Hunt, Mr. E. Jarman, Mr. A. J. Hoard, and Mr. V. M. Hatmitch, returning to Shanghai after riding in the Hong Kong races; Mr. and Mrs. G. W. R. Miller, travelling home to England. Mr. Miller is connected with Messrs. Patterson, Barker & Co., Ltd., Singapore; Mr. and Mrs. A. L. Burton, travelling to Shanghai. Mr. Burton is attached to the well-known firm of E. D. Sassoon.

(Continued at foot of next column.)

SALE OF LIQUOR.

PUBLICAN'S LICENSES.

EXTENSIONS OF HOURS.

PROPOSED INCREASE OF FEES.

A meeting of the Legislative Council will be held to-morrow (Thursday) afternoon, when one of the items on the agenda will be a proposal to raise the fees payable by publicans for any extension of their hours of business.

The Colonial Secretary will move the following resolution in connection with this matter:—

That the scale of fees payable for publican's licences shall be altered and increased, in respect of each and every extension of the hours of business granted by the Captain Superintendent of Police in respect of any occasion deemed by him to be a "special occasion," in accordance with the following scale:—

For the first hour of the extension stated in a Class A permit \$ 50
For each and every subsequent hour of the extension stated in a Class A permit (additional) 100
For the first hour of the extension stated in a Class B permit 25
For each and every subsequent hour of the extension stated in a Class B permit (additional) 50

NATURALISATION RIGHTS.

The Attorney-General, at the same meeting, will move the first reading of "An Ordinance to amend the Naturalisation Ordinance, 1902, and to provide for the revocation of naturalisation rights in certain cases." The "objects and reasons" of this Bill have already been published in the *Daily Press*.

FINANCE COMMITTEE.

SUPPLEMENTARY VOTES OF \$24,860.

A meeting of the Finance Committee will follow the Legislative Council when votes for supplementary expenditure totalling \$24,860 will be considered.

Among the items are \$200 for apparatus and chemicals for the Government Laboratory.

Charitable Allowances.

A sum of \$2,400 under charitable services. The Finance Committee in December unanimously recommended that a charitable allowance of \$240 a year be made to Mrs. J. A. E. Bullock, and as no provision was made for this in the current estimates this sum is required to meet it.

Governor's Private Secretary.

In consideration of the heavy extra work in deciphering telegraphic messages which the political situation continues to throw upon the private secretary to H.E. the Governor it is proposed again to grant him an allowance of \$200 a month during the current year. For this a sum of \$2,400 is needed.

Out Of Pocket Expenses.

A Triennial Imperial Education Conference will be held in London in July, 1928, and it is considered desirable that the Colony should be represented. It is proposed that Mr. E. Ralphs, who will be on leave, should attend, and as it will be necessary for him to take part in visits to various places of educational interest in England and possibly to certain education centres in France, it is proposed to grant him a sum not exceeding \$25 to meet his out of pocket expenses. The scheme was not mooted when the estimates for 1928 were framed and a supplementary vote of \$261 is accordingly requested.

Kowloon-Canton Railway.

A sum of \$9,840 is needed for improvements and alterations to Tai Po Market Station. The total vote for the improvements and alterations is \$25,000.

The Kowloon-Canton Railway also requires \$2,788 for locomotive shed, carriage shed and workshop for Fanning branch line rolling stock and \$1,700 for new roofing to workshops.

Harbour Department.

In the Harbour Department, owing to additions on the staff of the Government Marine Surveyor and inadequate accommodation in present offices it has been found necessary to rent accommodation on the 5th floor of the P. & O. Building at a monthly rental of \$400 plus \$27.50 per month for use of lift with effect from 1st May. To meet this expenditure a sum of \$3,300 is now asked for.

Clerical Work.

An amount of \$2,200 is also required for clerical work at Government House. When the 1928 estimates were framed the clerical work at Government House was performed by a XI grade clerk who was paid for the junior clerical service vote. It has now been found necessary to replace him by a stenographer clerk at \$200 per month and a supplementary vote for this salary is required to cover the last 11 months of the year—\$2,200.

& Co.; Mr. and Mrs. P. Fowler, and Mr. R. D. Gillespie, travelling to Shanghai, connected with Messrs. Brunner, Mond & Co.

ALLEGED RACE COURSE FRAUD.

JOCKEY CLUB PROSECUTES SOLDIER GATE-KEEPERS.

TICKETS SAID TO HAVE BEEN SOLD IN HALVES.

Alleging that they had torn the entrance tickets in halves and sold them to race-goers, the Hong Kong Jockey Club charged two soldiers at the Central Magistracy yesterday before Mr. R. E. Lindsell on three counts—attempts to steal, attempted embezzlement and fraud by mutilating entrance tickets to the value of \$75 on the first day of the Race Meeting.

The defendants were Corporal J. Davidson and Bombardier G. H. Lowe, of the 31st Co. R.G.A. They were defended by Mr. G. S. Hugh-Jones, the Hong Kong Jockey Club being represented by Mr. R. A. Wadson.

Outlining the case, Mr. Wadson said that the two defendants were engaged by the Jockey Club at the public enclosure. Their duties were to sell tickets and not to let anyone in without a ticket. Certain officials of the Jockey Club had suspected that some of the gate money was going into other pockets and a watch was set on the defendants. One of the officials went into the balcony of the Private Stand, and there he saw that the defendants were not issuing whole tickets. They tore the tickets into halves and issued them in halves.

The official then stationed himself a little distance from the enclosure. He accosted two men who had just come in and asked to see their tickets. He found that each of them had only half a ticket.

The matter was reported to the Garrison Sergeant Major, who was in charge of the soldiers employed on the course, and the two defendants were relieved from their posts. The contents of their till were checked with the counterfoils of tickets sold and an excess sum of \$75 was found.

The Evidence.

Mr. C. B. Brown, of Messrs. Lindsell and Davies and Secretary of the Jockey Club, gave evidence of the conditions under which the two defendants were employed by the Jockey Club. The senior man was paid \$50 and the junior man \$35 for the four days' work.

Cross-examined by Mr. Hugh-Jones, witness said that he had employed Garrison Sergeant Major Templeton for the last two years and had had no complaints against him or the men working under him. Witness also stated that three weeks prior to the race he was warned that there had been malpractices at the gate, in the past. In spite of that, he was willing to engage men with previous experience. He considered that two men at one gate was sufficient.

Mr. Hugh-Jones: Do you remember at all how much money was counted from the till?—I have no idea.

Mr. Hugh-Jones: Do you know how many counterfoils were produced?—Yes, I do. There were 409 of 83 each and seven of 81 each.

Mr. Hugh-Jones: That makes \$1,300 and represents 410 people?—Yes.

Mr. Hugh-Jones: What are the rush hours at the races?—Between 12.30 to 1.30 p.m.

Mr. Hugh-Jones: These men were taken off the gate at 2.15 p.m.?—No, at about 12.30 p.m. or probably ten minutes later.

Mr. Hugh-Jones: Is it a fact that after they were taken off, three men were placed at that gate?—Yes.

Mr. Hugh-Jones: Were their accounts right the following day?—No, there was a shortage.

Mr. Hugh-Jones: So in spite of an extra man, they could not even keep their accounts straight?—No.

Mr. Hugh-Jones: Do you know anything of the attitude of the three men that day?—No.

Mr. Hugh-Jones: Would you believe me that Sergeant Friar resigned, saying that he was not competent to cope with the work?—I would.

Allegation that Defendants Were Warned.

Mr. F. M. Crawford, who was acting as an official of the Jockey Club on that particular day, said that he was asked to watch the defendants. He went up to the Private Stand balcony and from there he saw the defendants issuing half tickets to people coming into the races. When the matter was brought to the attention of Police Sergeant Baker, Chinese detectives were sent to watch the two men.

Prior to that the Garrison Sergeant Major had been told and, shortly afterwards, he saw a Lance-Corporal go up to defendants and whisper something to them. Sergeant Baker went up to the L/Opl. and asked what he had told the defendants. He would not give an answer, and putting on his Military Police armband walked away. Realising that the defendants had been warned, they were at once relieved of their posts.

(Continued on next column.)

CATERPILLARS IN THE COLONY.

SIX TONS COLLECTED IN THREE MONTHS.

NO DANGER OF PLAGUE OF CATERPILLARS.

Some interesting figures, supplied by the Forestry Department, were given at the Sanitary Board meeting yesterday as to the amount of caterpillars collected and buried during three months ending in June 1927. It was stated that nearly 6 tons of these pests had been collected in the Kowloon Peninsula and New Territories, excluding Fanning and Sheung Shui. It cost the Government an extra \$926.73 for the work.

This matter was brought up by Mr. J. P. Braga, who asked:—

"i. Has any report reached the Head of the Sanitary Department of the prevalence in very large numbers of caterpillars among the pine-trees on the hills above Kowloon Tong?"

"ii. If the answer is in the negative, will the Government cause inquiries to be made to ascertain the fact or otherwise of the existence of such insect pest?"

"iii. If in the affirmative, will the Head of the Sanitary Department kindly ascertain 'there is any danger of the pest developing into a 'caterpillar plague'?"

"iv. If such danger is feared, will the Government take immediate and such necessary steps at it may be advised to prevent the spread of this insect pest and ravages resulting therefrom to the risk of the Kowloon hills being denuded of the young pine-trees?"

No "Caterpillar Plague" Feared.

Replying to Mr. Braga, the President of the Board, said:—

The subject of these questions is not one which concerns the Sanitary Department; but, as the matter is of public interest, I have been authorized to reply as follows:—

1. No report has previously been made by the Botanical and Forestry Department to the Head of the Sanitary Department as the collection and burying of caterpillars (the only known method of destroying them) are carried out and paid for by the Botanical and Forestry Department.

2. Pine tree caterpillars are at present prevalent in the pine plantations in many parts of the Colony. The collection of the pest is at present being carried on at Fanning in comparatively young plantations from which seed is collected annually and which are therefore of more value than the older and partially exhausted trees on other plantations.

3. There is no danger (in the ordinary sense of the term) of the pest developing into a "caterpillar plague." This particular caterpillar (*eutricha punctata*) has never been known to damage any other than pine trees.

Vegetables, flowering plants and trees are therefore not likely to be damaged in any way.

The eggs of the pest are laid on pine trees only.

4. The collection and burying of the caterpillars in districts other than Fanning are being delayed for the following reasons:—

A brief spell of cold and rainy weather will destroy the majority of the caterpillars; this will have the effect of saving a considerable sum of money which would otherwise be expended in collection and burying.

Details of the cost of caterpillar collection during the year 1927 in Kowloon only are given. You will observe that nearly 6 tons were collected and destroyed.

Damage by caterpillars does not kill the pine trees and the hills will therefore not be denuded.

Cross-examined by Mr. Hugh-Jones, witness said that there was not a very big crowd coming in at the time.

Mr. Hugh-Jones: What time do the gates open?—I do not know, I am not a steward. I am only an official.

Mr. Hugh-Jones: What sort of an official?—Only a temporary one for that day.

After further questions as to the number of people coming at the time, witness admitted that there was a queue outside and that the defendants were issuing the tickets as best they could.

Mr. Hugh-Jones: Did you at any time ask these men for an explanation?—No.

Mr. Hugh-Jones: Did you hear anybody asking them for an explanation?—No.

Police evidence was then given by Sergeant Baker, who said that when the defendants were charged they both denied having attempted to defraud the Jockey Club.

The case was adjourned until Tuesday next at 11.30 a.m.

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"FORGOTTEN TALES OF ANCIENT CHINA," By V. DYSON.	\$4.50
With numerous illustrations.	
"AUTUMN LEAVES," By E. T. O. WERNER.	\$10.00
An autobiography with a sheet of papers, sociological and etiological, philosophical and metaphysical. This book which is just released from the press should appeal to all those who are interested in things Chinese.	

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NOTICE.

M.C.I. ANNUAL GENERAL MEETING at 11 a.m. on the 23rd Inst., in the H.K.M.A. Institute. [5907]

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Tai Leung, 22nd Feb., 1928. [5908]

CHINA UNDERWRITERS, LIMITED.

APPLICATION has been made to this Company to issue to Mr. C. F. RASTO, of Hong Kong, a Duplicate Certificate for 400 Shares in this Company, upon statement that the Original Certificate numbered as follows has been LOST or MISLAIN—
Certificate No. 1234 154601/155100 500

AND NOTICE IS HEREBY GIVEN that if within THIRTY DAYS from the date hereof No Claim or Representation in respect of such Original Certificate is made to this Company, they will then proceed to deal with such application.
By Order of the Board of Directors, **HERBERT B. STUBT,** Manager and Secretary.
St. George's Building, Hong Kong, Feb. 20th, 1928. [5905]

G. B. PUBLIC AUCTION

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 27th Day of FEBRUARY, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Lease to be first made by the Surveyor of His Majesty's Lands, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in sq. ft.	Area in a/c & r.	Upset Price
1	New Kowloon Island, Lot No. 1123, Junction of Cheung Sha Wan Road and Nan Ching Street, Shamshuipo.	As per sale plan	2,787	18	3,950.00

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 5/NS 4223 dated Hong Kong, 2nd October, 1917, for One Share of this Bank Numbered 54089 in the Name of Mr. LO KWONG CHUN has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 15th MARCH, 1928, a New Certificate for the Share will be issued, and the aforesaid Certificate No. 5/NS 4223 will be thereafter treated by this Corporation as NULL and VOID.
By Order of the Court of Directors, **A. C. HYNES,** Chief Manager.
Hong Kong, 11th Feb., 1928. [5880]

"THE SAN-FAN" CIRCUS.

"SAN-FAN" CIRCUS, having returned from AMERICA, are giving SHOWS at the PEYLA EAST RECREATION AREA. Expert European Bandmen and Dancing Girls have been employed.

PRICES:

1st Class	\$1.00
2nd	\$0.60
GALLERY SEATS	\$0.30

TIME TABLE.

NIGHTLY SHOWS
8.00 P.M. to 11.00 P.M.
MATINEES
2.00 P.M. to 5.00 P.M.
Every Saturday and Sunday, and other General Holidays. [5799]

INTIMATIONS.

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at City Hall, Hong Kong, on SATURDAY, the 25th FEBRUARY, 1928, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st December, 1927. The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 13th FEBRUARY, to SATURDAY, the 25th FEBRUARY, 1928 (Both Days inclusive), during which period No Transfer of Shares can be registered.
By Order of the Court of Directors, **A. C. HYNES,** Chief Manager.
Hong Kong, 6th Feb., 1928. [5855]

HONG KONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of HONG KONG TRAMWAYS, LIMITED, will be held at the Office of Messrs. JARDINE, MATHEW & CO., LTD., Hong Kong, on MONDAY, the 27th Day of FEBRUARY, 1928, at 12 o'clock Noon, to transact the Ordinary Business of the Company.
AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from MONDAY, 13th, to MONDAY, 27th FEBRUARY, 1928, Both Days inclusive.
By Order of the Board, **W. F. SIMMONS,** Secretary.
Hong Kong, 4th Feb., 1928. [5851]

THE HONG KONG CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND EIGHTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4, Des Vaux Road, on TUESDAY, 28th FEBRUARY, 1928, at Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 15th FEBRUARY, to TUESDAY, 28th FEBRUARY, 1928, Both Days inclusive, during which period No Transfer of Shares can be registered.
By Order of the Board of Directors, **JOHN ARNOLD,** Secretary.
Hong Kong, 4th Feb., 1928. [5854]

THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHEW & CO., LTD., Hong Kong, on WEDNESDAY, the 29th FEBRUARY, 1928, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the Year ended December 31st, 1927. The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 17th FEBRUARY, to WEDNESDAY, the 29th FEBRUARY, 1928, Both Days inclusive.
By Order of the Board of Directors, **F. E. CRAPPELL,** Secretary.
Hong Kong, 18th Feb., 1928. [5878]

NOTICE.

MONIES up to \$200,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.
Apply—Messrs. DEACONS, Prince's Buildings. [5791]

TO LET.

FROM 1st MAY for 6 Months "KIE-UT" STUNTS ROAD, Eight Rooms, Fully Furnished and Garage. Monthly Rent: \$300. Use of Car may be arranged. Apply Box 5837, c/o Hong Kong Daily Press. [5837]

TO LET.

A FLAT in HUMPHREYS BUILDING, Kowloon. Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDING. [5617]

TO LET—in HUMPHREYS BUILDING, Kowloon, for 12 Months A Well Furnished Commodious FLAT of 5 Rooms. Recently Redecorated. Entry 5th of April. Apply: M.R.S. c/o Hong Kong Daily Press. [5902]

DO YOU WANT BETTER HEALTH? SIMPLE WAY—No long waiting for Results—Colic, Malaria, Rheumatism, Nervousness, Indigestion, Constipation, Cough, Asthma, Bronchitis, Dropsy, POO ON HERB CO. (Yee Fook Lung, Chinese Herbalist, 25 years' experience in America), 62A, Queen's Road Central (1st floor), Entrance 66, Queen's Road Central. Hours: Daily 9 a.m. to 12 noon, 1.30 p.m. to 5 p.m. (Sundays 10 to 3).

INTIMATIONS.

HONG KONG JOCKEY CLUB.

THE FIRST EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 25th FEBRUARY, 1928, commencing at 1 p.m. The First Race will be at 1.30 p.m.
The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies, Soldiers and Sailors in Uniform; Half Price. Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.
Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSAY & DAVIS at \$5.00 Each Up to FRIDAY, 24th FEBRUARY, 1928.
The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.
Bookmakers, Tie Men, etc., will not be permitted to operate within the Precincts of the Hong Kong JOCKEY CLUB during Race Meetings. [5804]

MACAO RACE CLUB.

DEBFT Programmes and Entry Forms of the SIXTH EXTRA RACE MEETING to be held on MONDAY, 11th MARCH 1928, can be obtained upon application to THE INTERNATIONAL RACE AND RECREATION CLUB of MACAO, Ltd., 80, Hong Kong JOCKEY CLUB and CADEWATY BAY STABLES, HONG KONG.
Entries will CLOSE on FRIDAY, at 4 p.m., 29th FEBRUARY, 1928. [5884]

G. B. PUBLIC AUCTION.

THE Underigned have received Instructions To Sell By PUBLIC AUCTION, ON TUESDAY, WEDNESDAY AND THURSDAY, THE 6TH, 7TH AND 8TH MARCH, 1928, AT H.M. NAVAL YARD, HONG KONG, AND AT KOWLOON NAVAL DEPOT, COMMENCING EACH DAY AT 9.30 A.M. WITH AN INTERVAL FROM 12 NOON TO 1.30 P.M. OLD AND SURPLUS NAVAL STORES, &c., &c., &c.

Comprising—Steel Girders, Iron Reels, Drives, Boat Hooks, Iron Chains, Harmonium, Air Purifying Plant, Sewing Machine, Outter, Steamboats, Cars, Gigs, Punching and Shearing Machine, Old Lead Battery Plates, Pumps, Boats, Sails, Electrical and Wireless Telegraph Fittings, Glycine, Old Electric Cable, Cooking Stoves, Bakery Oven, Iron Mattresses, Water Closets and Pans, Hydraulic Jacks, Tins, Cans, Carpets, Rugs, Mats, Tables, Chairs, Desks, Old Steel Files, Mattings, Fold-up Lavatories, Camp Beds, Curtains, Overcoats, Glazed and Unglazed Tiles, Leather and Metallic Hoses, Metallic Voice Piping, Old Canvas Tubing, Old Cordage, Old Coir Mats, Canvas Bags, Old India Rubber, Old Leather and Limes, Tanned Bags, Old Woollen Yarns, Old Hoses, Old Cork, Coconut Nuts, Matting, Asbestos Packing, Old Fenders, Old Iron Drums, Petrol Cans, New Canvas Cuttings, Old Felt, Old Iron and Steel, Old Scrap Brass, Copper, Lead, Zinc, Metals of Sorts, Brass and Gun Metal Boring, Zinc Bottoms and Zinc Ashes, Copper and Brass Tubes, Wood and Iron Blocks, Lamps, Lanterns, Gauges, Old Steel Plates, Old Steel Shovel, Old Glass, Old Steel Wire Ropes and Cuttings, Dirty Mineral Oil and Old Fuel, Chain (Cable and Gear, Fire Engines, Forges, Compresses, Watches, Navyphones, Biscuits, Clocks, Air Pump, Air Pipes and Breast Ropes, Old Bunting, Firewood, Baths, Sponges, Vices, Hammers, Old Steel Tools, Circulating Pump Motors of Sorts, Associated Engines Motor Drives, Old Pump, Refrigerators, Ebonite Old, Aircraft Floats, Gas and Water Tubing and Miscellaneous Ironmongery, Drills and Tools of Sorts, Fans and Starters, Milling Machine, Shaping Machine, Lathe with Stand, Lamp Ends, Arc Lamps, Money Trays, Mess Tables, and Stools, Gymnastic Gear, etc., etc.

LOTS MAY BE INSPECTED ON MONDAY, 5th MARCH, 1928; ALSO SALE OF OLD AND SURPLUS VICTUALLING STORES AT KOWLOON ON FRIDAY, 9th MARCH.

Comprising—Table Linen, Implements, Remnants, Serge, Flannel, &c., Sundries Articles of Men and Table Gear, Clothing, and Condensed Provisions for Poultry Feeding, &c.
Terms of Sale—As detailed in Catalogue.

LAMBERT BROTHERS, By Appointment Auctioneers to the Admiralty, Hong Kong, 21st Feb., 1928. [5901]

POCKET CALCULATOR which Adds, Subtracts, Multiplies Accurately like Big Machines and Counts up to 999,999,999. It is so Useful, Convenient and Inexpensive that it does the Entire Work Satisfactorily, Rapidly and Accurately. THE PORTER, T. W. WARDEN, GARDEN, BOMBAY. [5860]

INTIMATIONS.



AWARDED 50 GOLD & PRIZE MEDALS. IT NEVER VARIES!

SOLE AGENTS—**A. S. WATSON & CO., LTD.** WINE AND SPIRIT MERCHANTS. PHONE C. 616. [50]

Hong Kong Office: 11, Lee House Street. London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, FEBRUARY 22nd, 1928.

KOWLOON RESIDENTS.

Mr. E. Cock, the newly elected President of the Kowloon Residents' Association, is an exceedingly courteous man. His challenge, at the annual meeting of this body, during the somewhat amusing discussion on poster hoardings, arrested our attention immediately. "I challenge at once," he said, "any statement that any hoarding can be made beautiful." Surely this is a case for standards and definitions, and who is capable of defining beauty? There are many bachelors, we believe, who fail to see the slightest sign of beauty in a new-born babe, and they are derided as purblind Philistines by the whole of womankind. This simile was suggested to us by the emotional stress under which Mrs. Thompson obviously laboured when defending the first-born of the Advertising and Publicity Bureau from attack. "Why do you hit at this one particular form of advertising," she cried to this assembly of business men. "Before the hoarding at the Station was built the place was a dump heap. We have built on it and returned it and it is the finest advertising station Hong Kong has ever seen or will ever see." The

Chairman was stricken almost dumb by the onslaught and could only plead for time, but the ranks of Tuscan could scarce forbear a cheer and Mr. W. S. BAILEY metaphorically gave Mrs. Thompson a pat on the back, expressed appreciation of the way in which she had brought her case forward and promised it should receive fair consideration from the Committee. Bravo, for we must confess that our sympathies in this instance are largely with the lady.

We are not going to take up Mr. Cock's challenge, but we would remind him that H.R.H. THE PRINCE OF WALES and a good many members of the Royal Academy will doubtless gladly do so if he cares to pursue the subject. The PRINCE OF WALES has publicly praised poster hoardings and has said that he regards them as the working-man's picture gallery, while distinguished members of the Academy derive a considerable proportion of their income from painting for them. We agree that hoardings, or anything of a like nature, should not be erected in a position where they will obstruct a delightful landscape view, but with all due respect to the feeling of pride and local patriotism which, we trust, animates the breast of every Kowloon resident we must admit that we see nothing delightful, or charming, or beautiful in the surroundings of the Kowloon ferry. And we have taken particular notice of the ricksha shelter and the various stalls of tasty meats arranged for the delectation of the coolies there. The Ferry Company's buildings cannot, we think, be justly described as handsome or palatial structures. To refer to the poster hoarding as an eyesore in such surroundings, and to petition the Government for its removal, would seem to suggest that the Residents' Association strain at gnats and are willing to swallow a good many camels. We have seen the hoarding with its flood-lighting after nightfall and we regarded it as the one bright and cheerful spot in a very dismal and dreary locality.

Apart from its aberration on the subject of posters we would like to congratulate the Kowloon Residents' Association upon a useful year's work. It may not have accomplished a great deal and it may be regarded, as the retiring Chairman seemed to suggest, as something of a nuisance to the Government. But that does not matter and we would strongly urge the Committee and members to keep on "pegging away." Government Departments are apt to settle in a rut and the best, and possibly the only, method of keeping them reasonably alert to the needs of the community is for a fairly representative body of citizens to prod them periodically. Doubtless every engineer in the Public Works Department considers that he knows better than any Kowloon resident what is best for Kowloon's development. But that is merely a form of conceit engendered by superior technical knowledge. He is often obsessed by technical details to the exclusion of all else. Progress on broad lines will always be materially assisted by the discussions and deliberations, properly directed, of such a body as the Residents' Association. We trust for example that the agitation will be maintained for the provision of greater playing space for children. Kowloon's population is increasing by leaps and bounds and if there are difficulties in the way of providing such areas now they will be greatly increased in a few years time if nothing is done. There is, we believe, a beautifully drawn plan to meet Kowloon's future needs somewhere in the archives of the Residents' Association call for its production and use it frequently as a guide in drawing up their recommendations.

One Chinese case of encephalitis was reported during the week-end.

Application for the registration of No. 14, Percival Street, ground floor as a dairy was granted by the Sanitary Board at a meeting held yesterday.

The annual general meeting of the Hong Kong Automobile Association will be held to-day, at 5.30 p.m., at the Board Room of Messrs. Jardine, Matheson & Co., Ltd.

The annual prize distribution in connection with the Bellios Public School for Girls will take place at Queen's College Hall (by courtesy of the Headmaster) on Friday, at 3 p.m. Lady Chow has consented to distribute the awards.

The 5.15 p.m. movie performance will not be given in the Queen's Theatre to-day as Miss Violet Capell's pupils are giving a dancing display at 5 o'clock. The 2.30, 7.15 and 9.30 movie performances will be given as usual.

Returns of notifiable diseases in the Colony show that last week there were two enteric cases, both fatal, one imported case of small pox and one fatality from cerebro spinal fever. There were three deaths from influenza.

At the Sanitary Board Meeting yesterday an application for an offensive trade licence at Nos. 61 and 63, Castle Peak Road, ground floors, was refused on the objection by the Fire Brigade that the premises were not fire-proof.

Four Chinese were detained by the police following a raid carried out by Detective Sergeant Whan on No. 43, Pokfulam Road, on Monday night. The arrests followed the discovery of pamphlets, etc., believed to be seditious.

An amah has reported to the police that while she was walking in Pokfulam Road on Monday, she was stopped by a Chinese who stole a pair of gold earrings which she was wearing. The woman's ears were injured by the rough way in which the ornaments were removed.

According to a report made by a Chinese tailor of No. 3, Ladder Street, a man who gave his name as Chan Shiu Fong bought two suits of clothing on February 11th for \$35 and paid with \$5 notes. The tailor discovered that the notes were forged when he tendered them in Peel Street on Monday.

According to a report made to the police by Mr. Quock, living at No. 3, Kwong Fung Terrace, two thieves entered his house on Monday afternoon while it was in charge of a maid servant. One of the men talked to the girl while the other entered a room and took a watch and clothing worth altogether \$36.

Mr. S. Paul, of the Attorney General's office, is shortly leaving the service and will spend his retirement in India. He has been a member of the Cathedral choir, the Philharmonic Society and the Male Voice Choir for many years, and it was through his efforts that the blind girls at the Home in Kowloon City became accomplished players on the violin.

Yesterday a group photograph of the Hong Kong Police Reserve was taken in connection with the pending departure of Commander G. B. Hartford, D.S.O., who has been adjutant of the Police Reserve since its inception. On Monday, Commander Hartford entertains the Police Reserve to tea at the Hotel Savoy, when it is understood, a farewell address and presentation will be made to Commander Hartford.

It is understood that the annual inspection of the Hong Kong Police Force will be held on March 28th, by H.E. the Governor (Sir Cecil Clementi, K.C.M.G.). An interesting feature of the inspection this year will be the participation of the Hong Kong Police Reserve in it. The inspection will probably take place on Murray Parade Ground instead of in the compound of the Central Police Station. This will give an opportunity for the attendance of the general public.

CHARGE OF LARCENY AND VIOLENCE.

ALLEGED ATTACK ON MR. GRANT'S AMAH.

Before Mr. Justice J. R. Wood, at the Criminal Sessions yesterday a Chinese was charged with larceny of \$10 from Mr. M. A. Grant, of 1, Sinking Road, Kowloon, and with using violence to the amah.

Prisoner pleaded "guilty" to the second charge, but denied using violence to the amah. His Lordship asked Mr. Whyte-Smith, for the Crown, if he wished to produce evidence with regard to the second charge, as prisoner had pleaded "guilty" to the first. Mr. Whyte-Smith replied that he had no instructions at the moment. He had been informed, however, that the attack on the amah was a particularly savage one. His Lordship adjourned the case until this morning.

TO-MORROW'S FLOWER SHOW.

STAGED BY HONG KONG AGRICULTURAL SOCIETY.

The annual flower and vegetable show under the auspices of the Hong Kong Horticultural Society, to be held to-morrow (Thursday), promises to be a very successful function.

As on previous occasions it will be staged on the spacious parade ground at Volunteer Headquarters, in specially erected matcheds. The show will be open from 3 p.m. to 7 p.m.

The band of the 2nd King's Own Scottish Borderers, under Mr. W. H. Fitz Earle, will be present and the prizes will be distributed by Lady Clementi at 5 p.m.

While the show should prove a success from the point of view of quality of the exhibits, more exhibitors—there are only 50—could have been wished for, but what is lacking in numbers is being made up for in quality.

MOTHERS' UNION SALE OF WORK.

AT HELENA MAY INSTITUTE.

The annual sale of work of the Hong Kong branch of the Mothers' Union was held yesterday afternoon at the Helena May Institute, and was a great success.

Quite one of the most attractive looking stalls, and also one of the most patronised, was the flower and vegetable stall, the contents of which had been presented by residents of the Colony.

On other stalls were shown fancy work and cakes and eatables of all sorts, the work of members of the Mothers' Union, while on one stall there were cigarettes generously presented by the B.A.T.

Though the general atmosphere was more sedate than that of a bargain sale, buying was brisk and the Mothers' Union should show a very worthy profit on the sale, the proceeds of which are given to local and home charities.

SALE OF DES VŒUX ROAD, WEST, PROPERTY.

At the China Auction Rooms yesterday afternoon Mr. E. V. M. R. de Sousa sold, by order of the mortgagee, leasehold property at Nos. 320, 328, 330, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364 and 366, Des Vœux Road West, and four one story godowns at the rear.

The property is held for the unexpired residue of the term of 999 years and 999 years from the 10th day of November, 1864.

The annual Crown rents \$472.00, and the area is 29,748 square feet or thereabout. The upset price was \$350,000 and only one bid of \$300 was made by Mr. Li to whom the property was sold. The attendance was fair.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 7 p.m., stated—
The anti-cyclone is now central over S.E. Japan. Strong to fresh monsoon may be expected over the China Sea.
Local Forecast—N.E. or variable winds; moderate; fine to cloudy.

SOUTHERN LEADERS ACTIVELY PREPARING FRESH CAMPAIGN AGAINST FENG TIEN-SE.

SZECHUAN LEADERS ASKED TO THROW IN LOT WITH THE SOUTH.

HANKOW TROOPS TO PARTICIPATE IN NORTHERN CAMPAIGN.

SHANSI'S GOVERNOR URGES NANKING TO RESUME ATTACK ON SHANTUNG-CHIH LI TROOPS.

There are many fresh indications that the Nationalists are actively engaged in strengthening the Southern Army with a view to renewed attacks on the Fengtienese. Chiang Kai Shek is reporting on the situation generally at Nanking and the Government there are now endeavouring to induce the military leaders in Szechuan to lay aside their local rivalry and join in the campaign against Chang Tso Lin. Feng Yu Hsiang reports that he is mobilising practically all his troops to advance against the North. Most important of all is the news that Shansi's Governor is urging the Nationalists to resume their attack on the Chihli-Shantung troops. This, if genuine, indicates the death knell to Fengtien hopes of an armistice with Shansi. Evidently Chiang Kai Shek is working zealously to justify his return as Generalissimo and his intention "to reach Peking within three months."

A native Press report states that the "Christian General" is urging the Nationalist Government to endeavour "to restore the Chinese Maritime Customs to the Chinese Government's control."

SHANSI URGING THE SOUTH TO ATTACK FENG TIEN-SE.

(Wah Ts Yat Pao.)

SHANGHAI, February 21st.

General Yen Shih Shan despatched three telegrams to Nanking during the last two days urging the latter to resume their attack on the Shantung-Chihli forces in the direction of the Tientsin-Pukow Railway.

The Nanking Military Council has decided to detach a portion of the Hankow troops to participate in the Northern campaign.

Early yesterday morning Marshal Chiang Kai Shek arrived at Nanking. In the afternoon he interviewed General Tan Yan Kai, chairman of the Nationalist Government, and General Li Lich Chun, and reported his recent mission to Kai-feng.

MARSHAL FENG RENEWING HIS EFFORTS.

(Wah Ts Yat Pao.)

SHANGHAI, February 21st.

In compliance with the agreement concluded in the recent conference with Marshal Chiang at Kai-feng, Marshal Feng Yu Hsiang is mobilising all his troops, except those under General Yu Wei Chun, with a view to advancing to the front in readiness to attack the Fengtienese.

His main forces will be concentrated at Shiehchiachuang and Taiming, Southern Chihli.

HANKOW TROOPS' HUNAN SUCCESSES.

(Wah Ts Yat Pao.)

SHANGHAI, February 21st. General Pei Chung Hsi telegraphed the Nanking Government reporting that the Hunanese troops have surrendered many cities in Central Hunan, Shuehchueh and Sincow are soon expected to fall to the Hankow troops.

THE CHINESE MARITIME CUSTOMS.

(Wah Ts Yat Pao.)

SHANGHAI, February 21st. Marshal Feng Yu Hsiang, in a telegram to Nanking, urges that the Nationalist Government should exert all its efforts to restore the Chinese Maritime Customs to the Chinese Government's control.

HANKOW REDS.

(THROUGH REUTER'S AGENCY.)

HANKOW, Feb. 20th.

A further 20 alleged Communists were executed to-day, while large numbers of prisoners rounded up in anti-Red raids are being held for trial.

Wholesale arrests still continue, and the campaign, if anything, is more intensive than before.

BRITISH FAIR.

VISITED BY ROYALTY.

FOREIGN BUYERS PRESENT IN LARGE NUMBERS.

(BRITISH WIRELESS SERVICE.)

RUGBY, Feb. 21st.

The Duke and Duchess of York visited the four miles of stalls arranged in avenues at the London section of the British Industries Fair, which is now open.

The King and Queen paid a visit to the fair to-day and on Thursday they will visit Birmingham to inspect the section of the fair which has been opened there in what is claimed to be the largest hall in the world.

The big exhibition far out-distances its predecessors in scope.

The London fair has doubled its size since last year.

Foreign buyers were present in large numbers yesterday, and it is stated that orders were actually placed in Birmingham amounting to £1,000,000.

Manufacturers now regard the fair as a permanent feature of the industrial life of the country. The Government, dinner to mark the opening of the fair was held last night and the Duke of York, who was guest of honour of the fair, gave expression of his faith in the future which competent observers believe hold favourable prospects of continued trade improvement.

Two factors that supported these forecasts were the satisfactory harvests, particularly in Europe, and the absence of violent fluctuations in foreign exchange, which had now been achieved. Another encouraging factor was that the peoples of the Empire were becoming conscious of unity of purpose and interest in imperial matters.

SIR W. TYRRELL'S NEW APPOINTMENT.

GERMAN PRESS APPREHENSIONS.

REASSURING OFFICIAL STATEMENT.

(THROUGH REUTER'S AGENCY.)

LONDON, Feb. 21st.

The apprehensions expressed in the German Press with regard to the appointment of Sir William Tyrrell, the new Ambassador to Paris, on the ground that he is a Francophile and likely to pursue an anti-German policy are controverted in an official German statement pointing out that Sir W. Tyrrell is one of the creators of the Locarno policy, and that his appointment may be assumed as evidence of Great Britain's sincere desire to carry out this policy in a manner free of any one-sided and especially anti-German tendency.

FANTASTIC SOVIET PROPOSALS.

"COMPLETE DISARMAMENT IN FOUR YEARS."

DRAFT SUBMITTED AT GENEVA.

(THROUGH REUTER'S AGENCY.)

GENEVA, Feb. 20th.

The sitting of the Committee of Arbitration and Security, which are regarded as of extreme importance, have opened.

A representative of the Soviet Government, who was present as an observer, submitted to the League Secretariat, the draft Convention for General Disarmament based on the proposals of M. Litvinoff last year in December.

Disarmament Convention. Moscow, Feb. 20th. The draft of the Disarmament Convention sent to the League of Nations aims at general complete disarmament within four years, fifty per cent. of the demobilisation to take place the first year.

It also provides that the total destruction of all stores and arms, and the abolition of all the most important naval armaments and Air Forces and of all war installations should be brought about in the following three years.

International Commission Suggested. The Soviet also proposes the establishment of a Permanent International Commission to control the Commission in each country. These regional Commissions will be charged with the execution of the Convention.

Representatives of the different Legations, and of the "League of Nations" will, it is proposed, sit on the Regional Commissions.

ARBITRATION AND SECURITY.

IMPORTANT DISCUSSION AT GENEVA.

BRITISH GOVERNMENT'S VIEWS.

(BRITISH WIRELESS SERVICE.)

RUGBY, Feb. 21st.

Lord Cusheben, expressing the British view at the first meeting at Geneva yesterday of the Arbitration and Security Committee, welcomed the remarks of President Monsieur Benes in his introductory memorandum that "the committee creates a measure of security which needs to be applied at its full value." The fact that the covenant could be applied in the majority of cases to prevent war was a fundamental one to be recognised by the committee.

Lord Cusheben said he entirely approved of the proposal for a local security pact which the president had stated must be regarded at the moment as the only practical form of a supplementary guarantee for nations which consider the covenant inadequate. The Government thought the Locarno treaties offered the best model which it could be hoped to follow. He (Lord Cusheben) thought the Finnish Government's proposal for financial aid to the state which was a victim of aggression was regarded by the British Government as a great inducement to the preservation of peace quite apart from its value after an outbreak of war.

Great Britain was prepared to support this proposal. Lord Cusheben also paid a tribute to the Swedish draft agreement which, he suggested, might be acted on as a basis of discussion.

THE SIMON COMMISSION.

DEMONSTRATIONS IN CALCUTTA.

"GO BACK SIMON."

(THROUGH REUTER'S AGENCY.)

CALCUTTA, Feb. 21st.

Large processions of volunteers carrying huge banners, "Go Back Simon" and "Boycott Foreign Goods Particularly Cloth" paraded north and south Calcutta this morning.

The congress afterwards congregated and swore an oath not to wear British cloth till Swaraj is attained.

ITALY'S ELECTORAL REFORM.

TAX EXEMPTION FOR FATHERS OR HEADS OF FAMILIES.

THE BILL APPROVED.

(THROUGH REUTER'S AGENCY.)

ROME, February 20th.

The Council of Ministers, on the proposal of Signor Mussolini, has approved the Electoral Reform Bill, under which the kingdom will form a single Electoral College of Deputies to the number of 400 candidates to be proposed by the thirteen large national corporations and other organisations important to national life.

The names will be examined by the Grand Council of Fascism, which will be empowered to add to those selected the names of men distinguished in science, literature, art and politics.

The Council also adopted the proposal of Signor Mussolini exempting from the payment of taxes the fathers or heads of numerous families or dependents, who are employed by the State, the same exemption to apply to other male unemployed by the State on a ten or more male children are dependent.

CRUDE OIL.

SETTLING A WORLD-WIDE DISPUTE.

(THROUGH REUTER'S AGENCY.)

LONDON, Feb. 20th.

The Journal of Commerce publishes a statement to the effect that negotiations are being conducted for the purpose of restricting the production of crude oil.

The restriction is regarded as a preliminary to a settlement of the world oil dispute, and follows a report that the Standard Oil Company was willing to earmark certain proceeds of the sale of Russian oil for the benefit of ex-owners of the wells who had been unable to obtain compensation.

The crude oil restriction measures will begin in Venezuela where the oil wells belong to a few large producers who can easily agree to cut down the output.

HINKLER'S GREAT FLIGHT.

LONDON TO JAVA IN FOUR TEEN DAYS.

GROWING INTEREST IN ENGLAND.

(BRITISH WIRELESS SERVICE.)

RUGBY, Feb. 21st.

Growing interest is being displayed in the progress of Captain Hinkler as he approaches the objective of his great solo flight from Croydon to Australia.

Friends in London acquainted with his plans anticipate that he will attempt the long hop of 1,000 miles from the Eastern extremity of Java to Timor to-morrow, and if this is successfully accomplished there will remain only the final stage of 600 miles to Port Darwin. This section is perilous since normal difficulties are liable to be increased by foul weather for the rainy season now prevails.

If Australia is reached by Thursday the whole journey will have been accomplished in 17 days.

He has already established several records on this flight and the newspapers pay high tribute to his skill in linking Java with London in less than 14 days. The mail steamer takes 33 days for the journey.

RUBBER INDUSTRY.

ANOTHER STATEMENT BY MR. BALDWIN.

GROWERS' ASSOCIATION'S COMMUNICATION.

(THROUGH REUTER'S AGENCY.)

LONDON, February 20th.

Mr. Baldwin, answering a question in the House of Commons to-day, acknowledged receipt of a communication from the Rubber Growers' Association with regard to allowing the present restriction scheme to remain in force until October 31st.

The Premier pointed out that in accordance with the notice issued by the Colonial Office on February 1st, the scheme could not be changed for at least three months from that date, and he gave the assurance that when the Government took a decision on the Committee's report, it would have full regard to the character and time of any public announcement and to the British interests involved.

He was not yet in a position to say when the Committee would make its report, and he emphasised that in such matters, there must be a certain amount of uncertainty whatever date was fixed.

Mr. Austin Hopkins (Ind.) asked if the Committee would report before the whole of the plantations passed into foreign ownership. No reply was given.

A Considered Policy. The Rubber Growers' Association has issued a statement urging that any radical or hurried departure from the existing conditions in the industry would be fraught with grave danger of serious loss to all concerned.

The statement adds it is less important to go into details than to adopt a considered policy which when decided shall govern the situation for an agreed term of years.

FURTHER DETAILS.

(BRITISH WIRELESS SERVICE.)

RUGBY, Feb. 20th.

The Premier was asked in the House of Commons whether he had received from the rubber trade association a communication with regard to allowing the present Rubber Restriction Scheme to remain in force until October 31st, and whether he was able to give an assurance to that effect.

He replied that in accordance with the notice issued by the Colonial Office on February 1st no change could be made in the scheme for three months from that date. When the Government took its decision on the report of the committee which was inquiring into the matter it would pay full regard to all British interests involved.

Replying to supplementary questions, Mr. Baldwin said he could not tell when the committee would be able to report. In any matter of this kind, unfortunately, there must be a certain amount of uncertainty. He would however expect a report.

Sir Austen Chamberlain was asked whether any communications had passed between the British and the United States Governments within the past two months on the subject of the Rubber Restriction Scheme. He replied in the negative.

U.S. LEGATION IN OTTAWA.

BUILDINGS PURCHASED.

(THROUGH REUTER'S AGENCY.)

OTTAWA, Feb. 21st.

The United States Government have purchased two buildings fronting Parliament as permanent Legation buildings. They will be reconstructed for occupation in 1929.

JAPANESE GENERAL ELECTIONS.

CONDUCTED "QUIETLY AND ORDERLY."

GOOD ATTENDANCE AT POLLS.

(THROUGH REUTER'S AGENCY.)

TOKYO, Feb. 21st.

Though the results of the election are not yet known, general satisfaction is expressed at the quietness and orderliness with which they have been carried out and also with the good attendance at the polls, which early reports indicate have been 75 to 80 per cent. of the total electorate.

LITHUANIA'S ANNIVERSARY.

CONGRATULATIONS FROM BRITISH GOVERNMENT.

(BRITISH WIRELESS SERVICE.)

RUGBY, Feb. 20th.

Sir Austen Chamberlain has addressed the following telegram to M. Voldemaras, the Lithuanian Premier: "On the occasion of the 10th anniversary of Lithuania independence I take pleasure in offering you, on behalf of His Majesty's Government, their sincere congratulations on the progress achieved by your country, and their best wishes for its increasing prosperity and peaceful development."

M. Voldemaras has replied: "Deeply affected by the congratulations which your Excellency has sent to me, on behalf of His Majesty's Government, on the occasion of the 10th anniversary of Lithuania independence, the Government gratefully remember the constant friendly support given to them by His Majesty's Government to assure the independence of Lithuania, the existence of which is necessary for the maintenance of general peace and the promotion of prosperity in Eastern Europe."

SENNAR DAM.

STATEMENT IN THE HOUSE OF COMMONS.

(BRITISH WIRELESS SERVICE.)

RUGBY, Feb. 20th.

The Foreign Secretary was asked in Parliament about the capacity of the Sennar Dam, in relation to the requirements of the Sudan Gezira, and how the method of operating the dam affected navigation on the Nile, in Egypt, and the supply of irrigation water during the summer.

He replied: "The quantity of water stored at Sennar last year exceeded the requirements of the Sudan Gezira by 400,000,000 cubic metres and it is estimated that the same surplus will be available this year for the benefit of Egypt. Were the Sennar Dam not in existence, this additional supply would have already flowed, unward to the sea so that the dam, so far from damaging Egypt, has hitherto had the effect of increasing her water supply at a period when it is most required. Arrangements for filling and emptying the Sennar reservoir, both last year and this year, were especially designed to meet Egypt's requirements. They were submitted to, and approved by the Egyptian Ministry of Public Works. The reservoir has not affected the navigation in Egypt. Such interference as has recently occurred is the result of the recent decision of the Egyptian Government to stop the greatly increased volumes of water at Assuan."

THOMPSON ISLAND.

WHERE IS IT AND WHOSE IT IS?

(BRITISH WIRELESS SERVICE.)

RUGBY, Feb. 20th.

Viscount Sandon, in the House of Commons, asked the Foreign Secretary what information he had regarding the existence, denied by Norwegian whalers, of the whereabouts of Thompson Island, claimed by this country, and what was the position as to the rival claims of the British Government and the Norwegian Government to Bouvet Island.

He replied that Thompson Island was first discovered by Captain Norris in December, 1825, and had only once been sighted since, namely by Captain Fuller, an American seaman, in 1893. The island was unsuccessfully searched for in 1897, and in 1898, but in view of Captain Norris's definite statement, and confirmation afforded by Captain Fuller, there appeared to be no ground for questioning its existence although there was some degree of uncertainty regarding its position. The British Government had formed the Norwegian Government that they considered the title acquired by virtue of occupation of Bouvet Island and by Captain Norris in 1825 to be valid, and that in the circumstances there must formally reserve all their rights in connection with that island.

U.S. LEGATION IN OTTAWA.

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U.S. LEGATION IN OTTAWA.

BUILDINGS PURCHASED.

(THROUGH REUTER'S AGENCY.)

THE YANGTSE COLLISION.

BETWEEN 300 AND 400 PERSONS DROWNED.

DETAILS OF THE DISASTER.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, February 20th.

The terrible disaster off Chinkiang when the s.s. *Atsuta Maru* was in collision with the s.s. *Hsin Tung*, involving the loss of over 300 lives in harrowing circumstances, is graphically described by the master of the Japanese steamer.

The *Hsin Tung* sank in an hour, but rescue work was impossible owing to the panic which overcame the Chinese passengers.

The master of the *Atsuta Maru*, a 1,300 tons steamer, states that the vessel was sailing down the river and had reached a point about 30 miles east of Chinkiang, when two small steamers were observed to be leaving the small river port, Taipingchow, and were making up river.

How The Accident Happened.

The second of the steamers, the ill-fated *Hsin Tung* attempted to cross the bows of the *Atsuta Maru*. A collision seemed imminent and although the Japanese steamer reversed her engines, the *Hsin Tung*, a 500 tonner, crashed into her port side, the *Atsuta Maru* being held.

The damage to the Chinese steamer was even more severe. Her bows were crushed below the water-line and she made water fairly rapidly.

Heavy Death Toll.

The *Hsin Tung* floated for about an hour, but there were 350 Chinese passengers on board the vessel and a panic started which quickly spread the men running about and interfering unintentionally with attempts at rescue.

A great many of the passengers jumped into the water, but the majority went down with the ill-fated steamer.

The *Atsuta Maru* and a number of junks rescued about a hundred of the victims of the disaster, but even of these a great many died of cold and exposure.

It is estimated that between 300 and 400 perished in the calamity.

BRITISH EMBASSY TO BRAZIL.

THE EMBASSY'S NEW QUARTERS IN RIO DE JANEIRO.

(BRITISH WIRELESS SERVICE.)

RUGBY, Feb. 21st.

The House of Commons yesterday sanctioned a vote in the supplementary estimates for the purchase of a site and the erection of the British Embassy at Rio de Janeiro. It is expected that the cost this year will be £20,000 and that the estimated total cost will be £30,000.

EARL OF OXFORD'S FUNERAL.

SIMPLE CEREMONY ON DECEASED STATESMAN'S ESTATE.

(BRITISH WIRELESS SERVICE.)

RUGBY, Feb. 20th.

The remains of the Earl of Oxford and Asquith were interred to-day in the churchyard of Sutton Courtyenay, in Berkshire, with a ceremony as simple as has ever attended the funeral of a great statesman.

Members of the family, personal friends, and humble servants of the deceased were the mourners, and the rest of the congregation consisted of people of the village, in whose midst the Earl of Oxford had spent his days of leisure for many years.

Personal friends included Sir James Barrie, Mr. Augustine Birrell, Lord Reading and Lord Buckmaster. Many floral tributes which lay around the coffin, however, belokened the wide acknowledgment of the Earl of Oxford's public services. There were wreaths from H.M. the King of the Belgians, from the Dominions Overseas, from liberal organisations, and from former political adversaries, including Mr. Baldwin, the Prime Minister.

Lord Oxford was buried near a soldier whose grave was marked only by a wooden cross.

The Bishop of Oxford conducted the service and hymns were sung by the choir of New College, Oxford.

Memorial Service At Westminster Abbey.

(THROUGH REUTER'S AGENCY.)

LONDON, Feb. 21st.

The flags of Parliament, Government Offices and at No. 10 Downing Street (the Prime Minister's official residence) were flying at half-mast, while statesmen, politicians, diplomats, and other representatives of the Empire assembled at Westminster Abbey to pay a last tribute to the late Earl of Oxford and Asquith, whose quiet funeral was attended by his family, friends and neighbours in the Berkshire village of Sutton Courtyenay yesterday.

RACING NOTES.

[BY RAPIER.]

The Maeso Race Club Officials have decided to put forward the date of their next meeting from the 4th till the 11th March, owing to the former date being too near that of the Kwanti Steeplechase meeting on March 3rd.

VALE.

Mrs. R. J. Paterson. The local racing and hunting community suffers a great loss by the departure to-day of Mrs. R. J. Paterson for Shanghai. A keen supporter of the hounds and racing in all its forms, Mrs. Paterson has materially contributed to the success of the Fanling Meets. Chases, and flat racing at Happy Valley. A good judge of animals with a more than average knowledge of training and a natural hostess, her place will be difficult to fill.

Mr. F. A. Pollock.

One of our better jockeys is also leaving us to-day in the person of Eric Pollock. His success as a rider is to my mind the least of his good qualities. He never allows his keenness to outrun his discretion and is quick to anger at the slightest suggestion of anything not absolutely clean and above board. Close and continued association with racing has a tendency unconsciously to bring down one's moral values, but Pollock has successfully resisted this influence. He helped to make racing pleasant for those with whom he came in contact and it is a pity he is going away.

W. Stanton.

Bill Stanton boards the *Hector* this morning for a holiday and expects to come back about August. It will be difficult to imagine the Polo Club existing without him as he does all the work necessary to keep it going. Everything is left to him *communis causa*. One institution that will benefit by his absence is the Hunters Arms as his hospitality at his Fanling Bungalow on racing occasions was boundless. His string of ponies are going out to grass and their owner will also no doubt do a bit of browsing and 'tis hoped come back feeling the benefit of the change.

FANLING HUNT.

RACING UP TO DATE.

(Continued.)

Subscribers to the hounds who attend the races at Kwanti, and in fact all those who are interested in steeplechasing either as owners, riders or spectators, will hear with interest of the publication of a book of form.

This book contains the results of all races since the opening of the Kwanti Course, and also an index which gives at a glance, the performance of every pony that has run there. This should prove extraordinarily useful to those who like to have a "flatter" at the races, and to owners who wish to see the form of ponies entered against theirs. Amongst other interesting information, there is given a list of ponies changed names, and a summary of the conditions under which the meetings are held.

The authorities again ask all jockeys to ride in hard hats, as the course is often extraordinarily hard, and several riders this season have had cause to thank themselves that they were wearing suitable head protection.

No less than 72 different jockeys have ridden in steeplechases at Kwanti, and there is a chart in the book showing how they have fared. Mr. Reidy is the champion jockey, with over a dozen wins.

A tremendous amount of care and trouble has been taken in the compilation; in order to make the book as complete as possible but should anyone notice any omissions or inaccuracies, the Masters of the Fanling Hounds would be obliged if they would communicate with them in order to have them corrected in future editions.

As this is the first edition, it has naturally cost a considerable amount to produce, but it is hoped that there will be sufficient sold to warrant further enlarged editions.

BACK TO THE PHAROAH.

COLONISTS' CULT IN EGYPT.

Preparations are now being completed for one of the strangest social experiments of the century—the emigration of 5,000 people from California to the banks of the Nile, where they will live as the Egyptians lived in 1,000 B.C.

The emigrants are members of a philosophical cult who are tired and bored by twentieth century civilization. They are going to adopt the life of the ancient Egyptians instead. They will give up the use of modern mechanical improvements, tools and equipment. These fugitives from civilization are going to settle at Tel-el-Amarna. There will be an equal number from each sex.

LOCAL FOOTBALL.

"SUNDAY HERALD" CHARITY CUP.

FINAL.

SCOTLAND v. CHINA.

To be played on Saturday on the Club ground, at 4.15 p.m.

Scotland's Team:—Rodger (Club); Gardner (K.O.S.B.) and Hirst (S. Guards); McBride (Club), Steward (Club), Campbell (K.O.S.B.), McGlinchey (K.O.S.B.) and Rev. F. P. Alexander (K.O.S.B.).

Reserves:—Carrwell (Guards), Farlow (Titania), Orum (Police), Alexander (Club), and McNiven (Guards).

TODAY'S GAMES.

The following games are down for decision to-day:—

HONG KONG F.A. CHALLENGE SHIELD.

Senior—Second Round.

Kick-off at 4.15 p.m.

Hong Kong F.C. v. K.O.S.B., R.K.F.C. ground, Referee: Mr. Baldwin; Linemen: Messrs. Holland and Omar.

Hong Kong Police v. Queen's Regt., St. Joseph's ground, Referee: Mr. Smith; Linemen: Messrs. Prestley and Kinvela.

UNITED SERVICES SHIELD.

Junior—Semi-Final.

K.O.S.B.'s Reserves v. H.M.S. *Proteus*, Sookunpo ground, at 2 p.m. Referee: L.S. Phillips; Linemen: C.E.R.A. Presley and Pte. Lamb.

Senior.

R.A.F. v. H.M.S. *Titania*, Sookunpo ground, at 4 p.m. Referee: S. Sgt. Gilbert. Linemen: R.A.M.C. and Pipe-Major Mackie, K.O.S.B.'s.

UNITED SERVICES—SEMI-FINAL.

K.O.S.B. beat R.A. by Five Clear Goals.

On the Garrison ground at Sookunpo, the K.O.S.B.'s qualified to play in the final by winning against the R.A. yesterday by five goals to nil. The R.A. appeared to feel the effects of last Saturday's Shield game, while the K.O.S.B.'s played well up to Saturday's form. Yesterday's game was a runaway for the K.O.S.B.'s and, practically all through the first half, the R.A. were defending.

Stock opened the score heading in a centre by Alexander. Campbell added to the score before the interval. In the opening minutes of the second half, a forward pass by McGlinchey gave Toal a good opening and he flashed the ball into the net. Campbell took a free kick and McGlinchey headed the ball into the net giving the K.O.S.B. a four goals lead. The fifth goal of the match was a solo effort by Alexander who cut in and beat Philipotts with a high cross shot.

THE F.A. CUP.

DRAW FOR THE SIXTH ROUND.

ONE LONDON TEAM AWAY, ONE AT HOME.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 20th. The draw for the sixth round of the English Football Association Cup, to be played on Saturday, March 3rd, has been made as under:—

Blackburn v. Manchester United, Sheffield Wednesday v. Sheffield United v. Notts Forest, Huddersfield v. Tottenham Hotspur.

Arsenal v. Stoke City. From the draw, it will be seen, that one London team is playing away, and one at home. Tottenham will face strong opposition at Huddersfield, for the last mentioned team is second in the First Division. But the Spurs are also fairly well placed. On the whole, Huddersfield are fancied to win. Huddersfield won the cup in the 1921-22 season, when they beat Preston North End, while the Spurs won it the previous season, when they beat the Wolves.

The Arsenal, last year's runner-up, should be able to account for Stoke, and thus qualify for the semi-final round. Blackburn ought to get through, and it is likely that Notts Forest will succumb to the surviving team of the replay between the two Sheffield clubs. Sheffield United beat Cardiff City (last year's winners of the trophy) in the 1924-25 season.

SECOND DIVISION LEAGUE MATCHES.

LONDON, February 20th. Playing in the Second Division of the English Football League to-day the following matches were decided:—

Barnley, 4; Port Vale, 2. Stoke, 1; Chelsea, 0.

LAWN TENNIS.

CLUB SINGLES.

STARK BEATS VALENTINE.

Of the three ties down for decision yesterday in the Hong Kong Cricket Club Singles Championship, only one was played. R. M. Henderson received a walk over from S. M. Garrard, while G. C. Grove and H. Owen Hughes postponed their match.

A very close contest was seen between C. C. Stark and Dr. D. J. Valentine and although the former won by two sets to love, he was extended a great deal.

The winner was the better all rounder and could press home his advantage. He often worked his way to the net and beat his opponent there. Valentine played the more forceful game, but was erratic. The loser, however, put up a fine uphill fight and retrieved many difficult shots. The final score in Stark's favour was 8-6, 7-5.

No matches are down for to-day, and the competition will be continued to-morrow.

DESTRUCTION AT THE TATE GALLERY.

13,000 TURNER SKETCHES RUINED BY WATER.

TERRIFYING EXPERIENCE OF THE NIGHT FIREMEN.

At the Tate Gallery to-day the director, Mr. Atkin, with others, paddled knee deep in the basement on their work of salvage, says a copy to hand of the *Evening Standard*.

Thousands of pounds' worth of damage was done. About 15,000 Turner sketches of various sizes, contained in about 100 portfolios, were ruined.

They were being rescued in a sudden state of being by a score of officials. They were worth many thousands of pounds.

In the public galleries down below there were not any pictures of considerable value, the highest being worth perhaps £200 or £300.

In the storeroom there was a number of valuable Turner pictures, French drawings and the Lieber Studiorum. Mr. J. B. Manson, the assistant keeper, looked down crestfallen when I saw him trying to put into some order the Turner drawings, writes a press representative.

"It is simply tragic," he exclaimed. "It seems almost a hopeless task to try and get them all dry. I am afraid most of them won't be much use, after this. There must be many thousands of pounds' worth of stuff that has been soaked, and in my office alone, where there is about ten feet of water, there are some pictures that are worth several thousands. I haven't been able to get at them yet."

The portfolios contained sketches, mostly in colour, and represented Turner's famous pictures. Strewed all over the central lobby the sodden portfolios lay, while Mr. Manson and his helpers carefully separated the sketches.

Sodden Portfolios. A dab of colour, very faint, appeared on one sketch. Mr. Manson picked it up carefully, the water dripping from it.

"I'm afraid there won't be much of it left when it's dry," he said. I picked up a portfolio and water dripped from inside. The paper wrapping was stuck to the sketches themselves, and it was a very laborious business to separate them without damaging them.

When the water burst in five night firemen had a terrifying experience. One of them, a temporary man named Tovey, nearly lost his life because he did not know the geography of the building. Tovey, together with the others named Middleton, Armes, Higginson and Mahoney, were in the basement when they were swept off their feet by the crush of the water.

They raced upstairs for their lives, but Tovey took a wrong turning and found himself trapped in a little room with no outlet.

It was only his presence of mind and capacity as a swimmer that enabled him to get clear of the room and make his way upstairs. Nigger, the jet black cat, born in an air raid, was trapped by the floods, and was not seen until to-day, when it emerged from the topmost point of vantage he could find in the whole building, wet and bedraggled.

"MUI TSAI" ACQUITTED.

DEFENCE EXPLANATION OF FALSE STATEMENTS.

TO SHIELD A LOVER!

The diminutive *Mui Tsai* who was charged at the Criminal Sessions, before Mr. Justice Wood, with the murder of her 76-year-old mistress, was yesterday acquitted.

The murder was committed with one or more choppers and seemed to have been of a most brutal nature. There were a number of curious circumstances and the jury evidently took the view of the defence that the inconsistencies in the girl's statements were due to her shielding the real culprits. Two men who deposed to the police that she had confessed to them that she had committed the murder had since decamped.

No evidence was called for the defence. In his speech for the Crown, Mr. T. S. Whyte-Smith admitted that the evidence presented many puzzling features. After the woman had been killed the girl did not go to the first house. Had she had called out from the door of the house she lived in, she would most likely have been heard and received assistance. Counsel submitted that the accused left the house with a man shortly after the crime was heard, and pointed out that there were bloodstains on a jacket worn by the girl.

THE DEFENCE.

Mr. Instone Brewer, for the defence, said the Crown had stressed the fact that the girl did not go to the nearest house to make a report. He suggested that the explanation was that the girl went to the first house where there was a married woman. She would not go to huts which were inhabited by bachelors of the coolie class.

Mr. Brewer suggested that the crime had possibly been committed by the man implicated by the girl in one of her statements. The girl had evidently been shielding someone and the ornament was given away to make robbery appear to be the motive for the crime.

The fact that two witnesses were missing tended to show that they were shielding someone. They were not present because they were afraid someone would get the truth out of them.

Mr. Brewer contended that the Crown had certainly not made out their case against the girl.

SUMMING UP.

Mr. Justice Wood said that a most brutal murder had been committed and the jury were trying a girl on a charge of committing it. The consideration of the case was an unpleasant duty and he would ask them not to be influenced by the age of the accused.

Reviewing the evidence and the various statements made by the girl, his Lordship said the only sensible conclusion which could be come to was that both choppers were used in the attack on the old woman.

There were reasons why the jury should not believe the account of finding the pair of choppers was true. He suggested that there were grave reasons why they should not accept the whole of the prisoner's story, as finally told, as the true story. The first story might be explained by an attempt to protect her lover, but the final story could not be so explained.

Her explanation of having herself put blood on one of the choppers seemed obviously false and she had made a statement to the police magistrate which also seemed to be false. It seemed to be difficult to avoid coming to the conclusion that the prisoner had assisted a man to the extent of using one of the choppers herself.

The case was entirely in the hands of the jury, and it was of a most serious nature, as sentence of death would have to be passed if a verdict of "Guilty" were returned.

The jury brought in a unanimous verdict of "Not Guilty" after being absent for a quarter of an hour.

The prisoner was accordingly discharged.

YORKSHIRE CRICKET VETERANS TO GO.

AGE MUST YIELD TO YOUTH.

LONDON, Jan. 18th. Some of Yorkshire's Cricket veterans may be dropped in 1928. The hint was conveyed in Mr. F. C. Toone's annual report which draws attention to the increasing age of certain players. The fact that batting looks solidly, howling like a dog, and the fielding is evidence that age must yield to youth.

Mr. Toone adds that the committee is seriously considering the problem.

"THE LITTLE FRENCH GIRL."

A PRETTY ROMANCE AT THE QUEEN'S.

MISS CAPELL'S DANCING DISPLAY.

[BY OUR FILM CRITIC.]

"The Little French Girl," who is called Alix Vervier, and played by Mary Brian, is sent, after the war, to England to live in the ancestral home of the Bradleys, in order that she may find a husband who is ignorant of the fact that her mother loves too often and too indiscriminately.

Captain Owen Bradley, killed on Armistice Day, had been Madame's latest romance, and it was his dying wish that Alix should find a home with his people. The complication necessary to the type of pretty love story for which the authoress, Miss Douglas Anne Sedgewick, is justly famous, arises owing to the Bradley's ignorance of Captain Owen's lapse. However, the curtain falls on Alix and Giles Bradley in a long embrace; how she wins him makes a pretty little play.

"The Little French Girl" is a Paramount picture, with many of the "Paramount" characteristics, but there is one aspect of the film which is both surprising and delightful. Madame Vervier, played by Alice Joyce, is a most charming woman. Miss Joyce is one of the few film actresses who look like a woman of real culture and breeding. Never once does she descend to being the film vamp, and what is more remarkable she never leaves one in any doubt as to why she had such a constant stream of admirers. She is lovely, distinguished and good; beside her Mary Brian is just a little girl from Hollywood and Esther Ryllson, an actress who realises her ability to look soulful.

MISS CAPELL'S DANCING DISPLAY.

There will be no matinee performance at 5.10 to-day at the Queen's, as Miss Capell's pupils are giving their display of dancing in the theatre at that hour. The other performances are as usual.

Those of you who saw Miss Capell's pupils last year will doubtless wish to see them again, for it was a very charming experience. Miss Capell has more than a gift for teaching dancing; she has a bigger gift for teaching the love of dancing. The small performers are evidently enjoying themselves, and delighting in the ease of movement which the dancing lessons have given them.

HONG KONG POLICE RESERVE.

ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.

CHINESE COMPANY.

Constable R.55 T. C. Woo is commended by the Captain Superintendent of Police for valuable assistance given to the regular police in the recovery of stolen goods.

Training: Part I.

Those members of the Chinese Company who have not yet been passed out as efficient in Part I. will attend for Squad Drill and Rifle Exercises at the Central Police Station under Sergeant R. J. Hunt every Tuesday and Thursday until further notice; fall in at 5.30 p.m. sharp. Dress: Mufti.

FLYING SQUAD.

Members of the Flying Squad who have not yet been passed out as efficient in Part I. will attend for Squad Drill at the Central Police Station under Sergeant R. J. Hunt every Thursday at 6.15 p.m. sharp. Dress: Mufti.

The weekly instructional patrol of the Hong Kong section on Thursday, February 22nd, will start from Central Police Station as usual at 5.15 p.m. sharp.

SHARPSHOOTERS' COMPANY.

Revolver Instructional Class. This will be held at the office of the Officer in Charge, New Fire Station Building, every Monday at 5 p.m.

(Sgd.) L. H. C. CALTHROP, A.S.P. Adjutant.

Hong Kong, February 21st, 1928.

LOST LONDON GIRLS.

65 UNACCOUNTED FOR THIS YEAR.

The Home Secretary in Parliamentary papers stated that during the twelve months ended September 30th, 1927, 2,224 girls under the age of 21 years were reported in the Metropolitan police district missing. Of this number 2,169 were traced or were reported to have returned, leaving 65 unaccounted for.

ROYAL ARTILLERY ASSOCIATION.

MEETING OF THE LOCAL BRANCH.

ACTIVE INTEREST NEEDED.

A meeting of the Royal Artillery Association (Hong Kong Branch) was held at Wellington Barracks yesterday. Colonel T. A. F. Robinson (C.R.A.) presided, and there were present Captain E. S. G. Howard, M.C., R.A. (Acting Secretary), Lee/Bmdr. P. A. Wakely (Asst. Secretary), and members of the Association.

The chairman explained that the meeting was primarily held to stimulate interest in the Association which had for some time been rather wanting. He invited suggestions from the members.

After a general discussion Capt. Addis Martin (H.K.V.D.C.) suggested the holding of a smoking concert in the course of which opinion could be obtained as regards other forms of entertainment. This was agreed to.

Officers and officials were appointed as follows:—President: Col. T. A. F. Robinson. Treasurer: Capt. R. L. Carew. Asst. Secretary: Lee/Bmdr. Wakely. General Committee: Capt. Addis Martin (H.K.V.D.C.), Capt. W. J. Stopford, M.C., R.A., B. S. M. Bennett and Lee/Bmdr. Wakely, with the President, Secretary and Asst. Secretary as ex-officio members of all committees. Entertainment Committee: Capt. R. L. Carew, Capt. Stopford, B. S. M. Langley (H.K.V.D.C.), Lee/Bmdr. Nunn, Bmdr. Elise, Gnr. Bradley, Mr. Dyer and Mr. Hodges. Relief Committee (to enquire into cases dealing with the Benevolent Fund): Capt. Howard and Capt. Addis Martin.

It was pointed out that when Capt. Howard goes away on leave shortly, Capt. Stopford would take over his duties in connection with the Association.

Master Gunner E. R. Fogden, D.C.M., was appointed official correspondent for writing up events in connection with the Association for the Gunner Magazine.

YAUMATI DOCTOR ROBBED.

ASSAILANT HEAVY SENTENCED.

Sitting smoking opium in his room one night at Yaumati, a Chinese doctor was visited by three men, who, after smoking opium with him for a while, suddenly produced small firearms, gagged him and robbed him of a small sum of money and other property.

A sequel took place at the Criminal Sessions yesterday afternoon, when, before Mr. Justice J. R. Wood, Li Ng was charged with robbery by two or more. Prisoner pleaded "not guilty."

Outlining the case, Mr. T. S. Whyte Smith (Assistant Crown Solicitor) said this robbery was of the type which was, unfortunately, rather common in Hong Kong.

The doctor knew the prisoner quite well, the man having been in his house on previous occasions. The day following the robbery, the doctor and a Chinaman were walking in Reclamation Street, when they saw prisoner, who ran away. The doctor and his companion caught prisoner and escorted him to the Yaumati Police Station.

In reply to the charge, both at the police station, and at the Magistracy prisoner denied all knowledge of the crime.

Speaking from the dock, prisoner said the doctor had alleged he had been robbed by him (prisoner), but that was not true. He (prisoner) was standing in the street, when the complainant said "this man looks like him" and marched him off to the police station.

In his summing up, His Lordship pointed out that it was merely a matter of the prisoner's word against the doctor's.

Without retiring, the jury returned a verdict of "guilty," and prisoner was sentenced to five years' hard labour.

CABLE COMPANY TO START WIRELESS.

AMERICAN CHALLENGE TO MARCONI AND OTHER FIRMS.

GERMAN STATION ON LONG ISLAND TAKEN OVER.

A new phase in the acute competition between the cable and wireless companies was entered upon on January 27th when the Commercial Cable Company in the United States announced that they were taking over the great German station built by the Telefunken Company on Long Island, near New York, with the object of operating a wireless service to Europe.

Thus the gage is thrown down to the wireless companies, notably Marconi. The news also comes as a surprise for the Imperial Conference, which is in the midst of conference, which is in the midst of conference.

(Continued on next column.)

ROBBERY FROM A JUNK.

FOUR MEN ON TRIAL.

ORDEAL OF THE CREW.

Three men charged with theft from a junk, and a fourth with receiving stolen goods and harbouring the robbers appeared before the Chief Justice (Sir Henry Gollan) yesterday at the Criminal Sessions.

In opening the case for the Crown Mr. Somerset Fitzroy said that the junk, traded between San Mei and Hong Kong bringing pigs, vegetables, and other produce to Hong Kong.

The junk left San Mei on January 24th, carrying cargo, a crew of eight, and 28 passengers. At daybreak the following day a boat approached from the south near Waglan. After crossing the trading junk's bows about a length ahead the unknown craft came alongside. Five men on board, armed with rifles opened fire. The master was told to go below and he complied. The vessel swung into the wind and came to a stop. Four armed men then boarded her. The people imprisoned in the hold would say that these four men took the boat to Joss House Bay between Nam Tong Island and the new Territories, not far from Lymann.

Another boat came alongside and the second and third prisoners among others proceeded to transfer the cargo from the junk.

The fourth prisoner, who lived with his father near Joss House Bay helped to take the loot to Shauiwan where it was sold, but he alleged that he had been forced to do so.

The police arrested the fourth prisoner, and his father and the second and third prisoners were caught at Shauiwan. The Police proceeded to Joss House Bay in a motor boat. The men on board the captured junk, seeing the motor boat approaching, made for the shore, but the police knowing the men were armed, opened fire. The first prisoner was arrested at that time, but others escaped in the gorse.

Evidence was called in support of counsel's statement, the case being adjourned until this morning. It is expected that it will finish to-day.

ROMANCE OF AN HEIRESS.

MISS MARGARET KAHN.

New York. The engagement of Miss Margaret Dorothy Kahn, the 26-year-old daughter of Mr. Otto H. Kahn, the multi-millionaire American financier, to Mr. John Barry Ryan, aged 27, a newspaper reporter, has been announced.

The news of the engagement caused no surprise, as Miss Kahn, a frequent visitor to London, and Mr. Ryan have long moved in the same social sphere.

Mr. Ryan, the son of Mr. and Mrs. John Barry Ryan, is a grandson of the famous American financier, Thomas Fortune Ryan. [The marriage take place recently.]

Mr. Ryan being too young to enlist, worked in a shipyard during the war and then decided to enter the newspaper business. He obtained employment on a Philadelphia newspaper, and recently came to New York to continue his work.

Making His Own Way.

"I am just a plain reporter," Mr. Ryan said to the *Evening Standard* correspondent. "As soon as I have served my apprenticeship, I intend to make my own way in the journalistic field here."

Miss Kahn is the youngest of the financier's daughters. A friend of Miss Kahn who has met her often in America told the *Evening Standard*: "She is an extremely good-looking girl, accomplished in music, and can speak fluently several foreign languages. She is athletic, a good horsewoman, swims well, and plays a good deal of tennis and other outdoor games."

Mr. Otto Kahn is the great American banker and patron of the arts. Born in Germany, he became a naturalised British subject and later an American citizen. When war broke out he presented his palatial residence, St. Dunstan's, in Regent's Park, as a home for blinded soldiers. He is a partner in the firm of Kahn, Loeb and Co., of New York. Throughout the war he was a staunch friend of the Allies.

Considering the effect of the beam system on the cables throughout the Empire.

The American Company are to modernise the ex-German station, and will start shortly with a ship to shore service; then its ramifications are designed to use the trans-Pacific and trans-Atlantic ether.

Certain technical and patent problems are involved, but it seems certain that receiving stations will be built in various parts of Europe—possibly in England.

"WHIPPET"

1928 Programme

SAME QUALITY, RELIABILITY
and "Pop" as in 1927
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GILMAN & CO., LTD. DURO MOTOR CO., LTD.
HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, FEBRUARY 22nd, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Complete Service Station—Secret Car for World Record—5,000,000 Cars in a Year—Opening up the Far East—An "Order of the Road"—A Motor Riddle—Motor Cycle Reliability Trial.

MOTOR NOTES.

THE FORD AGENCY.

A local company has been formed to take over Mr. Andrew Harper's business as Ford dealer, and amicable arrangements have been made by which Mr. Harper hands over his Ford interests. The new company comprises Mr. Harper's son and a number of other well-known business men.

Mr. Andrew Harper does not intend to retire from the motor business altogether, but his present premises will be handed over to the local company, while he will probably devote himself largely to developing up-country trade as agent for another well-known make of car.

Meanwhile, the jealously guarded local secret of the new Ford is to be kept to the last. A first consignment has arrived in the Colony and delivery will be taken to-day, but the windows of the Ford showroom have been covered over, and not until everything is ready on Saturday will the public be allowed a glimpse of the car.

THE PLATING BUGBEAR.

Recent visits to garages have revealed that large numbers of motorists are having windscreen supports and other exposed parts painted with the new cellulose preparations. The fact should embolden manufacturers to take their courage in both hands and abolish the fetish of plating. What is the purpose of it, anyway?

When, says a writer in *The Light Car and Cyclecar*, I ventured to comment on the paradox of having to put vasoline on plate which was supposed to be an armour against rust, a prominent manufacturer told me that plate was intended only for effect. Well, the effect after a few months—or even weeks in some cases—is not at all pretty, and there seems no reason for retaining such a transient medium.

The Austin people took a bold line when they brought out the Seven with a black radiator, and I have not heard that this had any adverse influence on sales. Doubtless plating plate looks very alluring at Olympia, but the knowledgeable owner who has little time to spend with the polishing cloth is not deceived. Let but a few firms set a lead at the next Olympia Show and the bugbear will be gone for ever.

A NEW RACING ERA.

What we owe to racing up to the present may be as nothing to our debt in the future if entries in the world's most important events are confined to cars of the "sports tourer" class. These cars would approximate closely to standard productions and weaknesses in design and avenues of development opened up by racing would be reflected at once in improvements made in the so-called "family car." It cannot be denied, says *The Light Car and Cyclecar*, that the lessons learned from what will soon be old-fashioned racing cars, costing thousands of pounds to build and totally unlike the production models bearing the same name, applied merely to automobile practice as a whole. We are, of course, really grateful for front-wheel brakes, engines of higher efficiency, lighter chassis, superchargers and so on, which "frank" cars evolved, but we shall be even more grateful for the perfection of individual makes brought about by the participation of tuned-up models in tests calculated to find out weaknesses and omissions which it often falls to the lot of a private owner to discover.

ON THE TRACK.

A very fine performance has been put up by a Singer Junior of 848 c.c. on Montlhéry track, where, under appalling weather conditions, it covered over 5,000 miles in six days' continuous running at an average speed of over 30 m.p.h. The test was carried out merely to prove that a small car, costing no more than £140, can be entirely reliable and capable of continued high speed. The car was standard in every respect, except that it had an extra large petrol tank, larger lamps and an automatic wiper.

Montlhéry track was, of course, the scene of the Hon. Victor and Mrs. Bruce's wonderful drive on their 8-cylinder Sports A.C. (Acetes), when they beat the existing 15,000 miles World's record by 48 hours. Despite rain, snow and ice on the track and a crash in a blinding snow storm, the car ran like clockwork, lapping at 80 (Continued at foot of next column.)

THE BRITISH MOTOR CYCLE OVERSEAS.

The British Cycle & Motor Cycle Manufacturers & Traders' Union have decided that the 1928 Cycle and Motor Cycle Show at Olympia, London, shall be open from the 5th to the 10th of October. Last year's show was very largely attended by representatives of overseas buyers and these welcome visitors are expected to grow in numbers yearly, as Great Britain is universally regarded as the centre of the World's market in these two industries and their allies.

Successes are already being reported from overseas in various reliability and speed events held this year. For instance, the South African T. T. Junior race of 240 miles was won by a 3.49 h.p. A.J.S. machine for the second year in succession. The rider, Mr. Len Cohen, established a new record average speed of 64.5 m.p.h., and also a record for the fastest lap of the 20 miles circuit at a speed of 60.2 m.p.h.

A new record breaking achievement in New Zealand stands to the credit of a standard E. W. Douglas machine. Mr. C. Capron rode from Hastings to Wellington, a distance of over 300 miles in 3 hours 47 mins., and then did the return trip with a total of 12 hours 21 mins. for the complete journey. This fine performance over a road which is very rough in parts attracted a great deal of attention, particularly as it broke the existing record by 51 minutes.

A Douglas machine, by the way, still holds the record for the Double 12 hours for a combination having an engine not exceeding 350 c.c. Although it was gained in 1922 by a 346 c.c. machine with side car which covered a distance of 1,002 miles at an average speed of 41.76 m.p.h., the record still stands. A Matchless model L/R has carried off the Championship of Denmark for 1927 after a strenuous three-day trial over 1,000 miles of very bad roads. Then, in Holland, a model "V" Super sports machine made fastest time of the day in the flying kilometre Test and best time of the day for Dutch riders in the speed hill climb which was open to all Holland.

In the Federated Malay States, Mr. Rex Duncan won the 250 c.c. side valve class of the Perak Motor Union Hill Climb with his model "R" and the 300 class with his model T/2, while yet another success was scored by the same rider in the 350 c.c. Sports Class riding a "Matchless" model L/R O.H.V. camshaft machine.

DRIVING LORRIES ON GAS FROM WOOD.

The employment of producer-gas as a fuel for vehicles formerly utilizing petrol is making sure, if rather slow, progress. It is hardly to be expected that with petrol at its present price level there is much scope for the gas-producer in this country, but overseas, in many parts where the country is only partially developed, petrol is a most important item of transport cost, reaching 4s. or more per gallon, and it is there, says *The Commercial Motor*, that the gas-producer should find a ready market if—and this is most important as it may have to be operated by native drivers—it is simple, does not require an undue amount of attention and is capable of being readily cleaned.

There are other important requirements. The producer must be able to consume fuel readily obtainable in the country where it is employed, it must not be so bulky as to obtrude much upon the loading space or be unduly heavy, and it must provide a gas of good and even quality a comparison of which with petrol will not be too invidious.

Most of the producers already in being have to be supplied with water, and, although the amount so consumed may not be excessive, yet in certain districts every drop of water is of value.

A new type of producer is now being made, to utilize only wood or other vegetable fuel and providing a gas of high calorific value without the addition of any water whatever whilst embodying in the one casing two grates, scrubbers and a cooler.

m.p.h. or so, with an average speed of over 68 m.p.h. for the full distance. The performance would have been a remarkable one under ordinary conditions, but is the more amazing in the face of such weather and after the shaking which both the car and Mr. Bruce received. Undoubtedly such achievements increase the prestige of British cars all over the world.

MOTOR-CYCLE RELIABILITY TRIAL.

TWO LOCAL AGENTS TO ENTER TEAMS.

It is understood that the local Agents for the Harley-Davidson and Rudge-Withworth motor-cycles are entering teams in the proposed Reliability Trial which is to take place on the 11th March.

The Harley-Davidson Agents, Messrs. A. Gascon & Co., have decided to use three of their "single" models, the type being the 350 c.c. O.H.V. Model. The riders most probably will be Messrs. A. Gascon, the Agent, S. Marriott, and P. Brown.

The Gascon Motor-Cycle Co. are to be congratulated upon their sporting decision to enter the Trial.

The Rudge-Withworth agents, Messrs. Rudolph, Wolfe and Kew, are entering, if possible, three of their latest 4.94 h.p. "Special" models. These motor-cycles have done exceptionally well in the Trials held at Home, and their coming performance will be closely watched by all local motor-cycle enthusiasts. Up to the present these are the only local Agents who have decided to enter but perhaps others will follow suit. Should the above mentioned agents be the only ones entering teams in the Trial, the straight duel between Britain and America should prove of interest.

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4 Cylinder Model "96"

TOURING MODEL—5 Seater
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ENGINE—4 Cylinder 15.6 H.P.
LUBRICATION—Full pressure feed.
BRAKES—Bendix four wheel.

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A CAR OF PROVED RELIABILITY
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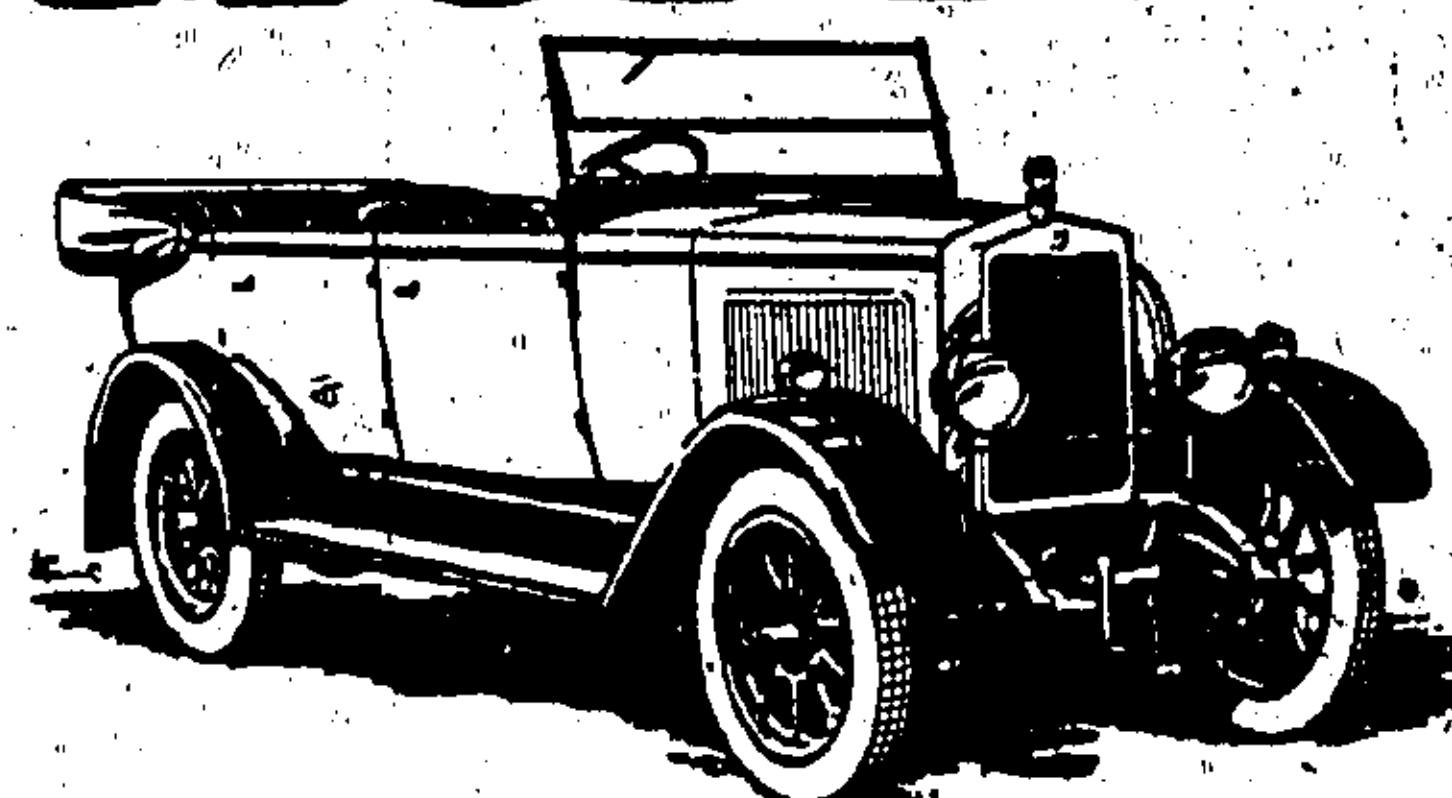
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is due to the fact that the tyres have done and are doing all that is claimed for them. On the track or on the road they give complete satisfaction and will continue to do so. You can rely on what we say about Dunlop in our public announcements and prove it for yourself, if they are on the car you buy.

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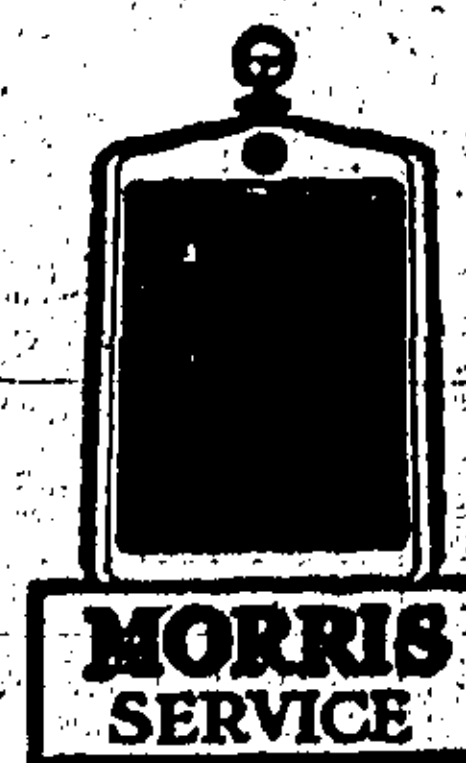
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Hong Kong Delivered				Hong Kong Delivered			
		Price				Price	
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48" TRACK—105" WHEELBASE.				48" TRACK—106½" WHEELBASE.			
ROADSTER	4 Seater	£190	£180	ROADSTER	4 Seater	£250	£240
TOURING (4-DOOR)	4 Seater	210	200	TOURING	4 Seater	270	260
COUPE (FIXED HOOD)	2 Seater	220	210	COUPE	2 Seater	290	270
SALOON (4-DOOR)	4 Seater	235	225	SALOON	4 Seater	310	290
TRAVELLER'S CAB	—	—	200	LANDAULETTE	5 Seater	370	330
STANDARD VAN	—	—	200	MORRIS-OXFORD 13.9 H.P.			
MORRIS-COWLEY 11.9 H.P.				56" TRACK—106½" WHEELBASE.			
56" TRACK—105" WHEELBASE.				TOURING	5 Seater	295	275
ROADSTER	4 Seater	—	190	SALOON	5 Seater	335	310
TOURING (4-DOOR)	4 Seater	—	205	MORRIS-OXFORD 15.9 H.P.			
COUPE (FIXED HOOD)	2 Seater	—	220	56" TRACK—114" WHEELBASE.			
SALOON (4-DOOR)	4 Seater	—	235	(4-speed gear)			
MORRIS-OXFORD 11.9 H.P.				TOURING	5 Seater	305	355
48" TRACK—106½" WHEELBASE				SALOON	5 Seater	435	400
TOURING	4 Seater	—	235	MORRIS LIGHT SIX 17.7 H.P.			
SALOON	4 Seater	—	255	2468 cc—Approx. 2½ litres.			
				TOURING	5 Seater	—	360
				SALOON	5 Seater	—	405



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MOTERING NOTES

(CONT'D.)

COMPLETE SERVICE STATION.

PRIVATE LOCK-UPS AND REPAIR SHOPS.

DURO MOTOR COMPANY'S ENTERPRISE.

The Duro Motor Company, Ltd., of Kowloon, have adopted a very go-ahead policy for the near future, and if all goes well there will be big changes at their Nathan Road premises in the next month or two. The old Club de Recreio premises and ground, situated immediately behind the present garage and service station, have been leased and extensive additions to the Company's buildings will be made here.

Lock-Ups. The development of most immediate interest to motorists is the erection of lock-up garages alongside the present building. At first a line of ten lock-ups for small cars is to be built, and a 50-foot concrete approach will be laid down. Later further lines will be put up, and it is estimated that in all the ground will be able to accommodate as many as 50 lock-ups if necessary.

These garages will be substantially built of brick, with concrete flooring, and in all probability iron roofs, and will form a thoroughly efficient protection of the car in every way. The first ten to be erected upon which work will be started almost immediately, are expected to be ready for use in six weeks or two months. The monthly rent will be an extremely moderate figure. They have already been booked in advance.

Showrooms. There are already workshops of a rather temporary nature behind the garage, but the old premises of the Club de Recreio are to be converted into up-to-date shops, after extensive alterations, such as the replacement of the present wooden floor by a concrete floor at a lower level, allowing cars to be brought actually into the shop.

These shops will be fitted with all the latest repairing plant, and will include facilities for painting and enamelling coachwork, and for repairing or renewing the upholstery of cars. These facilities will be used entirely for repair work as it is not intended actually to assemble new cars or to do any body building in the shops.

A Live Concern. It certainly seems that on the completion of such a programme the Duro Motor Company will be one of the most up-to-date repair and service stations in the Colony. With its fine and convenient situation it should reap a good reward for this very live policy of development, especially because Kowloon appears to be essentially the side for the owner-driver, for whom the Company have always made a very definite effort to cater.

OPENING UP THE FAR EAST.

ENGLISHMEN'S UNIQUE FLYING VENTURE.

After struggling amid snow and floods for ten days and being delayed by 70 miles an hour gales, two airmen, who will shortly be arriving in the Far East on an important survey flight, have at last been able to get away from Stag Lane Aerodrome, London.

They are Flying Officers J. S. Newall and Nevill Vincent and they have set out to study local conditions with a view to running passenger services between inaccessible centres; to demonstrate the possibilities of air survey by photograph; and to show how aeroplanes may be used for spraying and dusting crops with insecticides from the air.

They are flying in two D.H.9 machines fitted with ordinary Dunlop motor tyres instead of aeroplane tyres, so that the risk of puncture will be reduced when landing on the desert stretches of Mesopotamia and Arabia where camel thorns work their way into the tyres.

A photographer and a mechanic complete the crew; and a lady, Mrs. Wiseparker, is accompanying the expedition as passenger to Cairo. Their route, after leaving England and France, is by way of Naples, Brindisi, Tarrana, Athens, Mesopotamia; then over India and Burma into the Malay States and Singapore.

The venture has the full support of the British Air Ministry and the Directorate of Civil Aviation is particularly interested.

SECRET CAR FOR WORLD RECORD.

CAPT. CAMPBELL'S WIND-CHEATER.

WINGED TAIL TO KEEP IT STEADY.

The following account of the car with which Capt. Malcolm Campbell beat the world's record of 203 m.p.h., held by Major Segrave, will be of interest.

It will be remembered that Major Segrave's giant Sunbeam was fitted with two 300 h.p. aeroplane engines, while the single engine in Captain Malcolm Campbell's Blue Bird is rated at 900 h.p.

There are many novel features in the design of the car, as well as in the engine, which still remains a secret of the Air Ministry. The oil tank is situated at the front, over the front axle, and behind this is the engine. The driver's cockpit is almost over the rear axle.

One very novel feature is the dual radiator, one part of which is placed over each of the back wheels. The radiator is connected to the engine by pipes. The petrol tank is right at the rear end of the car and above it is a large tail for directional stability. In spite of this however the car, when travelling at 210 m.p.h. in a gale turned broadside on, but Captain Campbell was somehow able to right it again.

In addition to Captain Campbell's "Blue Bird," two American cars were to have made an attempt upon the record. These were Frank Lockard's 400 h.p. Stutz and Mr. White's 3 engine, 1,500 h.p. car. The latter car however was disqualified owing to the absence of clutch, differential and reverse gear.

The car was shipped to Florida in the *Berengaria* on February 1st, accompanied by a staff of expert mechanics, who will see that none of the secrets of the Schneider Trophy engine leak out. This engine is still on the Air Ministry's secret list.

For months past United States motor-car manufacturers have been preparing a concerted attack on the land speed record of 203 miles an hour held by Major H. O. D. Segrave and a British car, and it is due to Captain Malcolm Campbell's personal enterprise that Britain was able to meet the American challenge.

(Continued on next Column.)

AN "ORDER OF THE ROAD."

AND SOME OF THE EXPRESSIONS OF OPINION IT HAS INSPIRED.

Last week we published an appreciation, somewhat idealistic perhaps, of a Road Fellowship League, which had been proposed by the National Safety First Association.

The following extract from *The Motor* shows the line which criticism of such schemes is taking.

Press opinion has taken very much the line we anticipated. There is very little of wholehearted approval. Almost without exception where there is an approving note there are damaging

(Continued on next Column.)

I am able, writes a correspondent to the *Daily Mail*, to give additional details of Captain Campbell's car. The engine is similar to that used by Lieut. Webster, subject to modifications necessary to adapt it for car purposes. It develops as much horse-power as a powerful locomotive.

Built Like An Aeroplane.

The body, modelled on aeroplane lines, has been constructed after a series of elaborate tests by Messrs. Vickers in their experimental wind tunnel. Wind resistance has been reduced to a minimum. If the body originally fitted to the chassis were used, 1,100 horse-power would be required to reach a speed of 220 miles an hour. With the new wind-cheating body, 700 horse-power should give this speed.

The stream lining of the wheels alone has led to a saving of no less than 80 horse-power. Detachable wings are fitted on the tail of the car to give greater directional stability.

Tyres have proved one of the most difficult problems. Should Captain Campbell attain a speed of 220 miles an hour the tyres would make 2,046 revolutions a minute or 34 each second. Every portion of the tyre in such circumstances is hammered between the rim and the road and is compressed and released 34 times each second. As a piece of iron is made red-hot by continual hammering, so a racing tyre tends to get hot.

It is estimated that in a good drive at golf the ball travels 200 yards in five seconds; Captain Campbell's car, if it travels at 220 miles an hour, would take only 1.33 seconds.

qualifications. The announcement of the inauguration of the "Order" has brought forth ridicule, and the worst kind of cynicism is that which hails the scheme as an admission by the whole motoring community that it is time they set about seriously to "put their own house in order." That is a damaging, a dangerous and a most undesirable frame of mind to have encouraged. Undoubtedly most of the comments adverse to the "Order" there is some thought such as this:—

Is it necessary that careful motorists should be encouraged to regard themselves as a class especially entitled to pride and respect? Members must have clean licences and promise to conduct themselves considerably in the future. Why is a distinguishing badge required to indicate anything of the kind? Should not every motorist be so qualified, and should not the law be enough to impress the importance of good conduct on bad drivers without an attempt to attach the savour of chivalry to ordinary decent behaviour?

We can well imagine that similar questions would be asked if some zealous suddenly conceived the idea of establishing an "Order of Morality" for the entire community. Although there is still a considerable amount of crime throughout the land, it has not been thought necessary to issue badges for honest men to wear as a mark of special distinction. The more we consider it the more we are convinced that the pretext for any such scheme in the case of motorists is of the flimsiest description. The well-behaved motorist, it is best to believe, is in a majority and does not therefore need to label himself to show that he is cautious and considerate to others. If it is a virtue to be well-behaved in ordinary life, let us practise it without ostentation as motorists.

The inherent danger that we see in anything of the kind, whether a "Road Fellowship League" or an "Order of the Road" is that the driver who is neither safe nor well-mannered is likely to take advantage of the opportunity of displaying a sign which will give him a mark of distinction that may be undeserved in his case and invidious to the driver who justifiably hesitates to display such a badge. There are not sufficient safeguards against this in the case of either scheme. In one mere promises are relied upon, and in the other it is distinctly laid down that "the onus of supplying the necessary evidence regarding the applicant's past driving career lies entirely on the applicant."

A MOTOR RIDDLE.

IS A STEAM-ROLLER A CAR?

Is a steam-roller a motor-car? was the widdle the Hampstead Bench was asked to solve.

Henry Edward Miller, of Limehouse, was summoned for driving a steam-roller at Hampstead without two independent brakes and without a driver's licence.

Mr. Parkes, solicitor to the Automobile Association, defending: If you say a steam-roller is a motor-car, then you must also say that a mowing machine propelled by its own power is a motor-car. A steam-roller if a motor-car must have a horn or bell and an efficient silencer, and always work in a forward direction.

For the police, it was urged that had the driver taken his wife and family to Brighton, for the day it would have been considered a car. Driving it at Hampstead amounted to exactly the same thing.

Mr. Parkes said it was impossible for a steam-roller to have two independent brakes, as required by the Act, as a steam-roller had only two wheels, and not four as in the case of a car. Miller said that he had been driving rollers for 30 years and had never held a licence. The Bench dismissed the summons.

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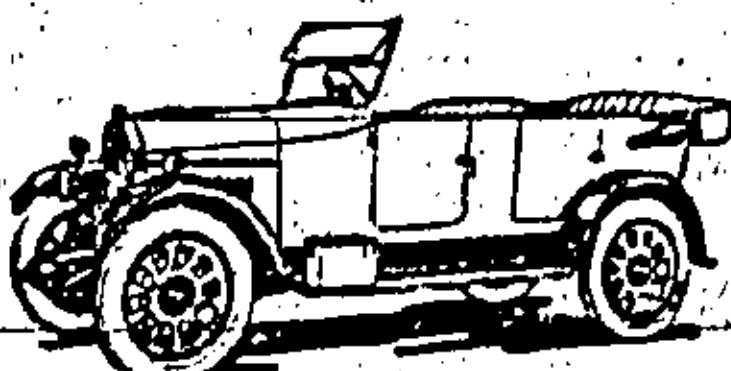
[A.P.B.]

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- 9/20 H.P. 4-Seater Tourer
- 9/20 H.P. 4-Seater Saloon
- 14/40 H.P. 2-3 Seater with Diskley Seat
- 14/40 H.P. 5-Seater Tourer
- 14/40 H.P. 5-Seater Saloon
- 14/40 H.P. 1 Coupe with Diskley Seat



9/20 H.P. 4-Seater Tourer.
Other Models of 20/55 H.P.
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ANDREW HARPER

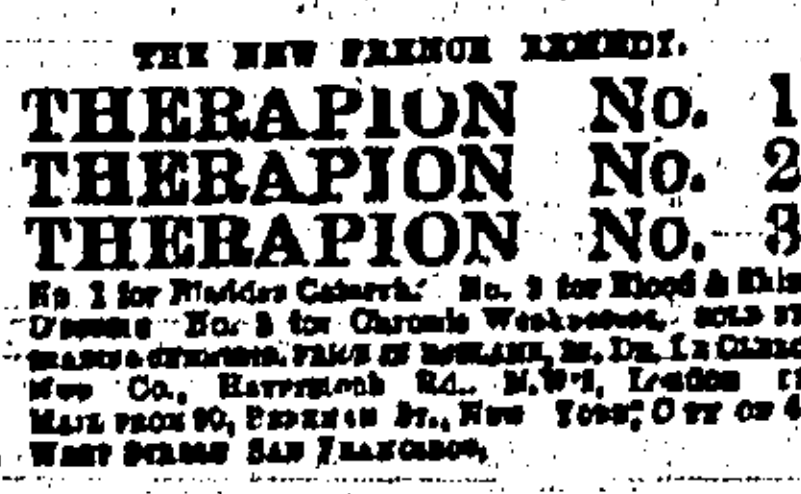
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Board with a view to continuing the magazine. This was suggested some months ago, but such a move never came into being. It is

(Continued on next column)

that being proposed by Mr Harmon.

Telephone 1874.

... ..

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & SHANGHAI	"CHINSHAN"	On 22nd Feb.	Noon
SWATOW & SHANGHAI	"KWANGTUNG"	On 23rd Feb.	Noon
SHANGHAI & TIENTSIN	"HUPPEL"	On 23rd Feb.	4 p.m.
TIENTSIN	"CHUSAN"	On 23rd Feb.	4 p.m.
SWATOW, SHANGHAI, WHANG- WEI, CHEFOO & TIENTSIN	"SHANSI"	On 24th Feb.	8 a.m.
SHANGHAI & TIENTSIN	"SINKIANG"	On 25th Feb.	7 a.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 26th Feb.	7 a.m.
SWATOW, SHANGHAI & DALNY	"LUCHOW"	On 28th Feb.	10 a.m.
HONGKONG & SHANGHAI	"TAKHOOWANYI"	On 28th Feb.	Noon
AMOI, SHANGHAI & TIENTSIN	"KALUAN"	On 28th Feb.	Noon
SWATOW & SHANGHAI	"SZECHUEN"	On 27th Feb.	6 p.m.
WHANGWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 24th Feb.	4 p.m.
SHANGHAI	"KANUHOW"	On 25th Feb.	9 a.m.
SWATOW & SHANGHAI	"TEAN"	On 1st Mar.	10 a.m.
SHANGHAI & TIENTSIN	"SUNNING"	On 3rd Mar.	7 a.m.
HONGKONG, PAKHOI & HAIKONG	"NANNING"	On 3rd Mar.	Noon
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 4th Mar.	7 a.m.
SWATOW & SHANGHAI	"KUNINGCHOW"	On 4th Mar.	Noon
SWATOW, SHANGHAI & DALNY	"YINGCHOW"	On 5th Mar.	10 a.m.
AMOI, SHANGHAI & TIENTSIN	"SOOCHOW"	On 5th Mar.	6 p.m.
SWATOW & SHANGHAI	"KIANGSU"	On 11th Mar.	Noon

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SHIP	DATE	ARRIVAL	DEPARTURE
TAIPING	16th March	13th April	13th April
CHANGTE	6th April	18th May	18th May
TAIPING	11th May	15th June	15th June
CHANGTE	8th June		

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SHIP	DATE	ARRIVAL	DEPARTURE
"LYCAON"	9th March	16th March	16th March
"CITY OF ADELAIDE"	23rd March	30th March	30th March
"RHESUS"	6th April	13th April	13th April
"CITY OF DUNKIRK"	20th April	27th April	27th April

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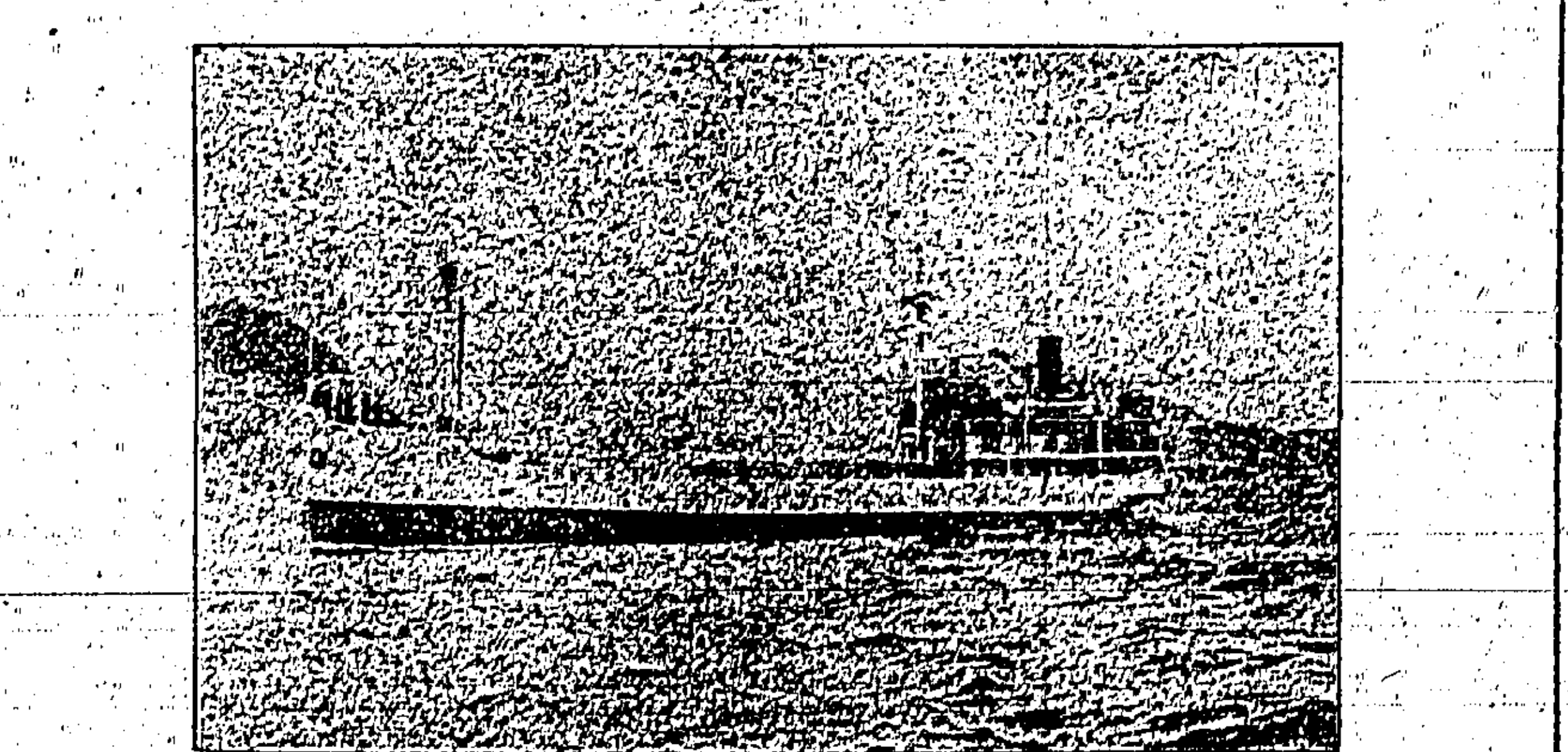
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English Price 2s. (other countries). The VETARZO REMEDIES CO., General Office, 8, W. London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO" REMEDIES in Government Stamp. Sold by LAKSHO CHAM CHENG.

Shipping News Arrivals and Departures, etc.

ARRIVALS.	THE CHINA COAST.	HONG KONG METEOROLOGICAL REGISTER.
February 20th. Hupoh, British str., 1,203 tons, Capt. J. Maley, from Shanghai and Amoy, with a general cargo, lying at buoy No. B19.—B. & S. Tai Poo Sek, French str., 1,210 tons, Capt. Paul Maternati, from Port Bayard, with a general cargo, lying at buoy No. C43.—Shun Cheong S.S. Co. Tak Hing, Chinese str., 105 tons, Capt. Lo Sau, from Autau, with a general cargo, lying at Luon Cheong Wharf.—Fook Hoi S.S. Co. February 21st. Deli Maru, Japanese str., 2,034 tons, Capt. K. Yangeta, from Canton, lying at O.S.K. Wharf.—O.S.K. Hector, British str., 6,821 tons, Capt. A. Ogden, from Shanghai, which port she left on February 18th, with a general cargo, lying at Holt's Wharf.—B. & S. Hellas, Norwegian str., 1,114 tons, Capt. J. A. Pedersen, from Bangkok and Swatow, with rice and general cargo, lying at buoy No. C44.—Thoresen & Co. Hermad, Norwegian str., 840 tons, Capt. L. Th. Paulsen, from Bangkok, which port she left on February 9th, with a cargo of rice, lying at buoy No. C41.—Thoresen & Co. Kanagawa Maru, Japanese str., 3,600 tons, Capt. M. Murakami, from Buenos Aires and Singapore. The latter port she left on February 13th, with a general cargo. She left on February 13th, with a general cargo, lying at buoy No. A1.—N.Y.K. New Mathilde, British str., 842 tons, Capt. E. G. Rapley, from Hainan and Hoibow, with a general cargo, lying at buoy No. C17.—Yik Tai S.S. Co. CLEARANCES. February 21st. Cheong Shing, for Tientsin. Confucius, for Saigon. Deli Maru, for Penang. Fuu Shing, for Swatow. Hui Ching, for Swatow. Hector, for Singapore. Hain Wah, for Shanghai. Hupoh, for Canton. Huah Cheng, for Saigon. Kanagawa Maru, for Kobe. President Jackson, for Shanghai. Shima Maru, for Keelung. Solbriken, for Saigon. Shun Lee, for Canton. Tai Poo Sek, for Kwong Chow Wan. Tak Hing, for Macao. Tsunku Maru, for Canton. Tulma, for Amoy. Wing Wai, for Kwong Chow Wan. Yuen Jeng, for Swatow. SUNRISE AND SUNSET IN HONG KONG. FOR FEBRUARY, 1928. STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH. Date. Sunrise. Sunset. February 22nd... 6.51 a.m. 6.23 p.m. " 23rd... 6.50 " 6.23 " " " 24th... 6.49 " 6.24 " " " 25th... 6.49 " 6.24 " " " 26th... 6.48 " 6.25 " " " 27th... 6.47 " 6.25 " " " 28th... 6.47 " 6.25 " " " 29th... 6.46 " 6.27 " "	THE LATEST CHANGES IN OFFICER PERSONNEL. The following are the latest changes in officer personnel on the China Coast:— Mr. J. Usher has been appointed third engineer, <i>Chenan</i> . Mr. R. Black has been appointed supply third engineer, <i>Hain Peking</i> . Mr. G. L. Howell, has been appointed third engineer, <i>Chienyang</i> . Mr. W. J. G. Jones, acting second engineer, <i>Yunnan</i> , has gone acting second engineer, <i>Poyang</i> . Mr. H. Jackson, second engineer, <i>Shanghai</i> , has gone second engineer, <i>Yunnan</i> . Mr. R. H. McLean, third engineer, <i>Poyang</i> , is on reserve. Mr. B. G. Edwards, from reserve, has gone third engineer, <i>Poyang</i> . Mr. C. S. Murray, supply second engineer, <i>Poyang</i> , is on Home leave. Mr. K. Logan, chief engineer, <i>Chenan</i> , is on reserve. Mr. A. M. MacGregor, supply chief engineer, <i>Hain Peking</i> , has gone chief engineer, <i>Chenan</i> . Mr. E. K. MacIntyre, from reserve, has gone chief engineer, <i>Hain Peking</i> . Mr. J. MacGillivray, chief engineer, <i>Hain Peking</i> , is on reserve. Mr. W. W. MacDonald, second engineer, <i>C.N. Co.</i> , is on Home leave. Mr. G. H. Bridges, supply second engineer, <i>Kiungchow</i> , has resigned. Mr. G. S. Arthur, chief engineer, <i>Kiungchow</i> , is on reserve. Mr. D. S. Goldie, second engineer, <i>Fatshan</i> , has gone acting chief engineer, <i>Kiungchow</i> . Mr. E. D. Steen, second engineer, <i>Kiungchow</i> , has gone acting second engineer, <i>Fatshan</i> . Mr. C. W. Balbridge, third engineer, <i>Anking</i> , is on reserve. Mr. A. B. Blair, third engineer, <i>Chenan</i> , has gone third engineer, <i>Anking</i> . Mr. E. A. C. Chambers has been appointed supply second officer, <i>Siungwo</i> . Mr. A. Sinclair, chief officer, <i>Mingyang</i> , is on reserve. Mr. R. G. Gillespie, supply second officer, <i>Siungwo</i> , has gone second officer, <i>Mingyang</i> . Mr. J. B. Stewart, second officer, <i>Mingyang</i> , has gone acting chief officer, same ship. Mr. E. G. Woodford, second officer, <i>Yunnan</i> , is on reserve. Mr. D. Summers, from Home leave, has gone second officer, <i>Yunnan</i> . Mr. E. V. Bishop, chief officer, <i>Leeching</i> , has gone supply chief officer, <i>Chienyang</i> . Mr. E. J. Grainger, third engineer, <i>Leeching</i> , has gone supply third engineer, <i>Kwongyang</i> . Mr. J. Macdonald, from reserve, has gone second engineer, <i>Fatshan</i> .—Shipping and Engineering.	Hong Kong Observatory, February 21st. Previous Day at 4 p.m. On Date at 4 p.m. On Date at 4 p.m. Barometer... 30.23 30.37 30.39 Temperature... 59 53 63 Humidity... 65 85 65 Wind... Direction... ESE North W Force... 0 0 0 Weather... C 0 0 Rain... 0 0 0 Largest open-air Temperature, 21st: 59 Lowest open-air Temperature, 21st: 53 d=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder. HONG KONG TIDE TABLE. From February 22nd to 29th, 1928. HIGH WATER. LOW WATER. Days of Week. Date of Month. Hong Kong Standard Time. Height. Hong Kong Standard Time. Height. Wed. 22 10 38 4.7 m. 4 39 0.4 Thur. 23 11 5 4.9 m. 5 3 0.7 Fri. 24 10 46 5.1 m. 5 38 2.2 Sat. 25 11 35 5.3 m. 5 38 2.2 Sun. 26 10 39 5.1 m. 5 32 2.2 Mon. 27 11 54 5.3 m. 7 29 3.0 Tue. 28 11 43 5.5 m. 8 41 2.4 " 29 11 41 5.5 m. 8 2 3.5 " 30 11 41 5.5 m. 10 26 2.3

ARRIVALS.	THE CHINA COAST.	HONG KONG METEOROLOGICAL REGISTER.
February 20th. Hupoh, British str., 1,203 tons, Capt. J. Maley, from Shanghai and Amoy, with a general cargo, lying at buoy No. B19.—B. & S. Tai Poo Sek, French str., 1,210 tons, Capt. Paul Maternati, from Port Bayard, with a general cargo, lying at buoy No. C43.—Shun Cheong S.S. Co. Tak Hing, Chinese str., 105 tons, Capt. Lo Sau, from Autau, with a general cargo, lying at Luon Cheong Wharf.—Fook Hoi S.S. Co. February 21st. Deli Maru, Japanese str., 2,034 tons, Capt. K. Yangeta, from Canton, lying at O.S.K. Wharf.—O.S.K. Hector, British str., 6,821 tons, Capt. A. Ogden, from Shanghai, which port she left on February 18th, with a general cargo, lying at Holt's Wharf.—B. & S. Hellas, Norwegian str., 1,114 tons, Capt. J. A. Pedersen, from Bangkok and Swatow, with rice and general cargo, lying at buoy No. C44.—Thoresen & Co. Hermad, Norwegian str., 840 tons, Capt. L. Th. Paulsen, from Bangkok, which port she left on February 9th, with a cargo of rice, lying at buoy No. C41.—Thoresen & Co. Kanagawa Maru, Japanese str., 3,600 tons, Capt. M. Murakami, from Buenos Aires and Singapore. The latter port she left on February 13th, with a general cargo. She left on February 13th, with a general cargo, lying at buoy No. A1.—N.Y.K. New Mathilde, British str., 842 tons, Capt. E. G. Rapley, from Hainan and Hoibow, with a general cargo, lying at buoy No. C17.—Yik Tai S.S. Co. CLEARANCES. February 21st. Cheong Shing, for Tientsin. Confucius, for Saigon. Deli Maru, for Penang. Fuu Shing, for Swatow. Hui Ching, for Swatow. Hector, for Singapore. Hain Wah, for Shanghai. Hupoh, for Canton. Huah Cheng, for Saigon. Kanagawa Maru, for Kobe. President Jackson, for Shanghai. Shima Maru, for Keelung. Solbriken, for Saigon. Shun Lee, for Canton. Tai Poo Sek, for Kwong Chow Wan. Tak Hing, for Macao. Tsunku Maru, for Canton. Tulma, for Amoy. Wing Wai, for Kwong Chow Wan. Yuen Jeng, for Swatow. SUNRISE AND SUNSET IN HONG KONG. FOR FEBRUARY, 1928. STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH. Date. Sunrise. Sunset. February 22nd... 6.51 a.m. 6.23 p.m. " 23rd... 6.50 " 6.23 " " " 24th... 6.49 " 6.24 " " " 25th... 6.49 " 6.24 " " " 26th... 6.48 " 6.25 " " " 27th... 6.47 " 6.25 " " " 28th... 6.47 " 6.25 " " " 29th... 6.46 " 6.27 " "	THE LATEST CHANGES IN OFFICER PERSONNEL. The following are the latest changes in officer personnel on the China Coast:— Mr. J. Usher has been appointed third engineer, <i>Chenan</i> . Mr. R. Black has been appointed supply third engineer, <i>Hain Peking</i> . Mr. G. L. Howell, has been appointed third engineer, <i>Chienyang</i> . Mr. W. J. G. Jones, acting second engineer, <i>Yunnan</i> , has gone acting second engineer, <i>Poyang</i> . Mr. H. Jackson, second engineer, <i>Shanghai</i> , has gone second engineer, <i>Yunnan</i> . Mr. R. H. McLean, third engineer, <i>Poyang</i> , is on reserve. Mr. B. G. Edwards, from reserve, has gone third engineer, <i>Poyang</i> . Mr. C. S. Murray, supply second engineer, <i>Poyang</i> , is on Home leave. Mr. K. Logan, chief engineer, <i>Chenan</i> , is on reserve. Mr. A. M. MacGregor, supply chief engineer, <i>Hain Peking</i> , has gone chief engineer, <i>Chenan</i> . Mr. E. K. MacIntyre, from reserve, has gone chief engineer, <i>Hain Peking</i> . Mr. J. MacGillivray, chief engineer, <i>Hain Peking</i> , is on reserve. Mr. W. W. MacDonald, second engineer, <i>C.N. Co.</i> , is on Home leave. Mr. G. H. Bridges, supply second engineer, <i>Kiungchow</i> , has resigned. Mr. G. S. Arthur, chief engineer, <i>Kiungchow</i> , is on reserve. Mr. D. S. Goldie, second engineer, <i>Fatshan</i> , has gone acting chief engineer, <i>Kiungchow</i> . Mr. E. D. Steen, second engineer, <i>Kiungchow</i> , has gone acting second engineer, <i>Fatshan</i> . Mr. C. W. Balbridge, third engineer, <i>Anking</i> , is on reserve. Mr. A. B. Blair, third engineer, <i>Chenan</i> , has gone third engineer, <i>Anking</i> . Mr. E. A. C. Chambers has been appointed supply second officer, <i>Siungwo</i> . Mr. A. Sinclair, chief officer, <i>Mingyang</i> , is on reserve. Mr. R. G. Gillespie, supply second officer, <i>Siungwo</i> , has gone second officer, <i>Mingyang</i> . Mr. J. B. Stewart, second officer, <i>Mingyang</i> , has gone acting chief officer, same ship. Mr. E. G. Woodford, second officer, <i>Yunnan</i> , is on reserve. Mr. D. Summers, from Home leave, has gone second officer, <i>Yunnan</i> . Mr. E. V. Bishop, chief officer, <i>Leeching</i> , has gone supply chief officer, <i>Chienyang</i> . Mr. E. J. Grainger, third engineer, <i>Leeching</i> , has gone supply third engineer, <i>Kwongyang</i> . Mr. J. Macdonald, from reserve, has gone second engineer, <i>Fatshan</i> .—Shipping and Engineering.	Hong Kong Observatory, February 21st. Previous Day at 4 p.m. On Date at 4 p.m. On Date at 4 p.m. Barometer... 30.23 30.37 30.39 Temperature... 59 53 63 Humidity... 65 85 65 Wind... Direction... 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THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.
TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins' Benson's Manual.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



TWIN SCREW MOTOR VESSEL "PALAWAN."
Built and Motors installed by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of Mr. M. J. Ossorio, Manila, for service in the Philippines.
Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"CHAKSANG" "KWAISANG" "HOFSANG" "HANGSANG"	Sun., 26th Feb., at 7 a.m. Wed., 29th Feb., at 7 a.m. Sun., 4th Mar., at 7 a.m. Wed., 7th Mar., at 7 a.m.
KOBE via AMOI, MOJI & YOKOHAMA	"HOSANG"	Satur., 25th Feb., at 7 a.m.
CANTON	"CHAKSANG"	Wed., 23rd Feb., at 5 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Fri., 9th Mar., at 3 p.m.
SANDAKAN	"HINSANG"	Tues., 28th Feb., at 3 p.m.
TIENTSIN	"KWONGSANG"	Fri., 24th Feb., at 5 p.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.
TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.
Motor Vessel "GLENAMOI" (via Oran) 1st March
Steamship "GLENMOR" (via Oran) 17th March
Motor Vessel "GLENLUCE" (via Oran) 11th April
Motor Vessel "GLENBARRY" (via Oran) 22nd May
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.
Motor Vessel "GLENLUCE" (via Oran) 2nd March
Steamship "GLENMOR" (via Oran) 7th March
Motor Vessel "GLENBARRY" (via Oran) 20th March
Motor Vessel "GLENAMOI" (via Oran) 6th April
For Freight, Passage and further Particulars, apply to
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:
Cabin class ... £73. Intermediate class ... £48.
THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:
Cabin class ... £80.
NEXT HOMEWARD SAILINGS:
Freight S.S. "Anhalt" ... departure 23rd February
Freight S.S. "Mosel" ... departure 5th March
Pass. S.S. "COBLENZ" ... departure 11th March
Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.
NEXT OUTWARD SAILINGS:
Freight S.S. "Oder" ... due here 29th February
Pass. M.V. "VULDA" ... due here 12th March
Passenger steamers sailing via Shanghai to North China Ports.
Freight steamers sailing via Shanghai to Japan and North China Ports.

MELCHERS & CO.,
AGENTS, HONG KONG.
Telephone C. 4567. 5, Charter Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.
FOR
SWATOW, AMOI & FOCHOW
AND RETURN
(Occupying 8 to 9 Days)
HAIKONG ... Friday, the 24th February, at 1 p.m.
HAINING ... Tuesday, the 28th February, at 3 p.m.
HACHING ... Friday, the 2nd March, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Home Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPEAIRE & CO.,
General Manager.

Shortest, Most Interesting Way to EUROPE

To the United States—
To Canada!
9 Days Across
from Japan



No long drawn out ocean trip but a direct journey with rail... cool and comfortable! Shortest route across the Pacific... Japan! Shortest across America! Shortest across the Atlantic! And at each transfer, only a step from steamer to train. *Empress of Canada, Empress of Asia and Empress of Russia* are largest and fastest liners across the Pacific, 17 days from Hong Kong, 14 days from Shanghai, 9 days from Yokohama. Then, at Vancouver... through the thrilling Canadian Pacific Rockies... Fifty Swiss lands in one!

The Atlantic Empresses and Cabin Class Ships sail from Montreal and Quebec, 1,000 sheltered miles on the St. Lawrence... then about 4 days open sea... to Liverpool, Southampton, Belfast, Queenstown, Cherbourg, Antwerp, Hamburg. This Service, combined with the Pacific, Railway and Hotel Services... offer you, or members of your family travelling alone... the utmost in comfort and delicious personal attention. All one management... Canadian Pacific

Let a Canadian Pacific agent or his representative tell you how attractive the through rates are and... how short, comfortable and convenient the route.



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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
\$150, \$210, \$210, \$202, \$233; VIA SAN FRANCISCO.
\$340, \$340 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIBERIA MARU (Call Los Angeles) ... Tuesday, 29th Mar.

TAIYO MARU ... Tuesday, 29th Mar.

LONDON via Singapore, Suez, Marseilles & Ports.

KATOBI MARU ... Saturday, 25th Feb. 5 p.m.

ATSUTA MARU ... Saturday, 10th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Thursday, 22nd Feb.

TANGO MARU ... Wednesday, 21st Mar.

BOMBAY via Singapore, Penang & Colombo.

MOJI MARU ... Tuesday, 28th Feb.

SADO MARU ... Saturday, 10th Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Thursday, 15th Mar.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAWACHI MARU ... Wednesday, 29th Feb.

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU ... Wednesday, 22nd Feb.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LYONS MARU ... Saturday, 10th Mar.

OLCUTTA via Singapore, Penang & Rangoon.

MORIOTA MARU ... Wednesday, 22nd Feb.

NAVASAKI, KOBE & YOKOHAMA

AKI MARU ... Friday, 16th Mar.

SHANGHAI, KOBE & YOKOHAMA

LIMA MARU ... Friday, 24th Feb.

TOYOHASHI MARU ... Friday, 24th Feb.

NAGANO MARU (Moji direct) ... Saturday, 25th Feb.

SUWA MARU ... Monday, 5th Mar.

+ Cargo only.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 293 (Private exchanges to all Depts.).

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "JAVA"

will be loading for PORT SAID, MARSEILLES, HAVRE,
DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG,
COPENHAGEN and other SCANDINAVIAN & BALTIC PORTS
On or about 5th March.

Further Sailings	Expected here on or about	Will leave homeward-bound on or about
M.S. "Australia"	24th February	25th March
M.S. "Asia"	28th February	5th April
M.S. "Africa"	23rd March	30th April
M.S. "Malaya"	27th April	31st May
M.S. "Danmark"	25th May	30th June

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Agents.

Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

ONLY NORMAL CARGOES.

BRITISH VESSELS BEST CARRIERS.

With arrival of thirteen vessels in the Colony during the 24 hours ended at 9 a.m. yesterday the cargoes discharged for this port were somewhat higher than the previous day. Freight for parts beyond the Colony, however, remained low.

The total amount of general merchandise imported for this port was 20,505 tons of which 13,957 tons were contributed by five British steamers. The two best returns were from the s.s. *Nattica* (British) with 6,948 tons from San Pedro and Yokohama, and the s.s. *Tonja* (Norwegian) from Chinwangtao with 4,357 tons.

Through freights amounted to only 9,863 tons of which 8,649 tons were carried by two British steamers. The two best returns were shown by the s.s. *Talma* (British) with 6,000 tons from Calcutta and Singapore, and the s.s. *Kanagawa Maru* (Japanese) from Buenos Aires and Singapore with 1,244 tons.

The arrivals and departures for the period under review were the following:—

	Arr.	Dep.
British	6	6
Japanese	2	3
Norwegian	1	0
Chinese	2	3
French	1	0
American	1	1
Total	13	13

VESSLS EXPECTED.

Australian-Oriental Line.

Taipan, Mar. 9th.

Changping, April 6th.

Bank Line.

City of Adelaide, March 1st.

City of Durham, March 10th.

City of Dunkirk, Mar. 17th.

City of Bombay, April 4th.

City of Eastbourne, April 11th.

City of Cardiff, April 14th.

City of Rangoon, April 15th.

City of Birmingham, May 4th.

City of Singapore, May 12th.

City of Chester, May 23rd.

City of Tokyo, June 9th.

City of Cardiff, June 22nd.

Ben Line.

Benlavery, to-morrow.

British-India and Apar Line.

Talamba, to-morrow.

Takliwa, Feb. 29th.

Talawa, March 4th.

Talma, March 15th.

Canadian Pacific Line.

Empress of Russia, Feb. 24th.

Dodwell & Co.

Romulo, March 1st.

Tugela, March 9th.

Bottom Castle, March 23th.

Venezia, March 29th.

Toledo, April 12th.

East Asiatic Co., Copenhagen.

Australia, Feb. 24th.

Africa, Mar. 29th.

Malaya, April 27th.

Danmark, May 25th.

Blue Funnel Line.

Bellerophon, Feb. 28th.

Polypheus, Feb. 29th.

Achilles, March 1st.

Calchas, March 6th.

Sarpedon, March 7th.

Rhesus, Mar. 18th.

Teiresias, Mar. 18th.

Tyndareus, Mar. 18th.

Menelaus, Mar. 22nd.

Eurylochus, Mar. 22nd.

Automedon, April 1st.

Proteus, April 1st.

Phoenia, April 10th.

Agapehor, April 15th.

Orestes, April 22nd.

Laomedon, April 24th.

Dionedon, April 26th.

Talthybius, May 1st.

Macchaon, May 2nd.

Antenor, May 3rd.

Teucer, May 22nd.

Pyrrhus, May 30th.

Atreus, June 27th.

Lycan, July 25th.

Eastern and Australian Lines.

St. Albans, Mar. 5th.

Arifura, April 2nd.

Tanda, Feb. 29th.

Glen Line.

Glenluce, Mar. 2nd.

Carmarthenshire, March 7th.

Glenagarry, March 18th.

Glenara, April 6th.

Hamburg-America Line and

Hugo Stinnes Linie.

Emil Kirdorf, Feb. 28th.

Havelland, Feb. 29th.

Havelberg, March 7th.

Scheer, Mar. 12th.

Carl Legien, March 20th.

Adolf von Barger, April 3rd.

Java-China-Japan Line.

Tijadlak, Feb. 27th.

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DAILY WATERFRONT NEWS.

VOYAGE ABANDONED.

[BY LONGHORN MARU.]

The Japanese vessel *Sadehora Maru* arriving in port yesterday from Canton, reports having left Canton on the 19th instant for Keelung, but was forced, on account of bad weather, to put back into Hong Kong.

The master states that they encountered being bad weather near Huitan Bay and anchoring there till the 19th instant. The vessel being short of coal was obliged to put back into this port.

Asiatic Deck Passengers.

The Asiatic deck passengers arriving in the Colony during the 24 hours ended at 9 a.m. yesterday totalled 2,558.

WARSHIPS IN PORT.

Warships and auxiliaries in port yesterday were:—

North Wall, Basin, Carlisle, Peter, South Wall Basin, Celia, S/Ma L.L. 27, Faulkner, North Arm, Ambrose, West Wall Dock, Peterfield, Holyhead, In Dock, Iroquois, S/Ma L.L. 2, L.S. 5, Forglow, No. 3 Buoy, Herald, No. 6 Buoy, Hawkins, No. 7 Buoy, Titania, S/Ma L.L. 7, L.S. 8, Buoy, Marazion, No. 9 Buoy, Tarantula, No. 11 Buoy, Somme, Sepoy, No. 12 Buoy, Scarpia, Sirdar, No. 13 Buoy, Bruce, No. 14 Buoy, Ruthenia, Kharki, No. 15 Buoy, France, Kowloon Anchorage, Fort, Belg.

Foreign Men of War:—U.S.S. Asheville; Portuguese, Peto De Alencar; Italian, Sebastiano Cuboto.

VESSLS IN PORT.

The following is a list of vessels in port yesterday at 9 a.m.:

British: *Hin Sang*, *Talma*, *Seitan*, *Natica*, *Hupoh*, *New Mathilde*, *Teucer*, *Chinhuu*, *Kum Sang*, *Hatching*, *Chuan*, *Halvard*, *Foo Shing*, *Chewy Shing*, *Kuangtung*, *Taiwa*, *Sunang*, *Hutchow*, *Han Yang*, *Kueichow*, *Cape St. Agnes*, *Apoy*, *Gorgistan*, *Wing Hung*, *Sumatra*, *Takioo*, *Linan*.

American: *President Jackson*.

Norwegian: *Tonjer*, *Mondego*, *Provincetown*, *Soltriken*, *Joh Ludov*, *Moskela*, *Bolnia*, *Eiger*, *Kronviken*.

Panama: *Pawnee*.

Japanese: *Codeganra Maru*, *Kanagawa Maru*, *Tsuzoku Maru*, *Agama Maru*, *Taiyo Maru*, *Shima Maru*, *Taiyu Maru*, *Lushan Maru*, *Tyne Maru*, *Takura Maru*.

Chinese: *Shun Lee*, *Wing Wo*, *Confucius*, *Devaungue*, *Hain Wah*, *Huah Cheng*, *Yuan Jeng*, *Lee On*, *Derwent*, *Hui Ching*, *Haimun*, *Dan Poo*, *Soon*, *Poo Tye*, *Lee Cheong*, *Gen H. Kwo*, *Man Sun*.

Dutch: *Tijkembang*, *Hankow*, *Jan*, *Otto*, *Hong Kong*.

Portuguese: *Kong On*, *King On*, *French*: *Bourbon*, *Taipouek*.

Royal Packet Nav. Co.

(K.P.M.)

Van Heuts, to-day.

Swedish East Asiatic Co., Ltd.

Sumatra, March 10th.

